


"COMPARE THE WORK"



ALEX. ROSS & CO.,
Machinery Dept.,
15, Des. Vaux Rd. C.
Phone 37.

PRICE \$3.00 Per Month

BUSINESS NOTIONS

TAILORS

Diss Bros

TAILORS

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2840.

DONNELLY & WHYTE.

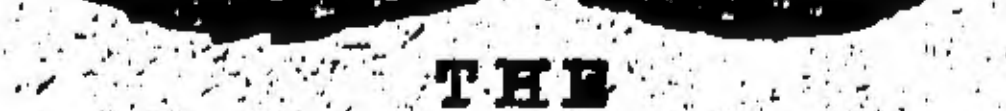
WINE MERCHANTS.

TEL. No. 602

Blake Pier. Night and day service.

ling that a severe example should be made. Certainly further clemency

a simple thing to do, but the effect is
marvellous. For sale by all Chemists


THE
HANDLEY PAGE
MULTIPLE ENGINED BIPLANES
HANDLEY PAGE LTD.
Orisklewood, London, N. W. 2.

Sole Agents for China:
PEKING SYNDICATE LTD., Peking.

Sub-Agents for Hongkong and South China:
W. R. LOXLEY & CO., Hongkong.

TANG YUK, Dentist,
Successor to
the late **SIEN TING,**
14, D'ARQUEN STREET.
TERMS VERY MODERATE
Consultation free.

FRENCH LESSONS
G. ROUSSEAU,
15, MONTMARTRE HILL ROAD.

FRENCH LESSONS



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS

"To-Kwa-Wan" Coal Storage

Code used

Hentley's

A. & C. 4th & 5th Editions.

A 1 Telegraphic Code.

Telegraphic Address

"HUGHES & HOUGH"

PUBLIC AUCTIONS

Ponies! Ponies! Ponies!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup

on

WEDNESDAY,

the 15th February, 1920, at 3 p.m.

at the Fountain, opposite the City Hall.

A large number of well-known

RACE PONIES

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 9, 1920.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE GOVERNMENT)

on

THURSDAY,

February 18, 1920, at 10.30 a.m., at

No. 10 Knutsford Terrace, Top Flat,

THIS

Valuable Household Furniture,

therein contained—

comprising—

Fumed Teakwood Hallstand and

Dinning Room Furniture, Morelco

Leather-covered Chesterfield Sofa

and Armchairs, Picture, Ornaments,

and Sundry Blackwood Furniture,

large and small Teakwood Beds,

bedsteads, Wardrobes, Dressing Tables,

&c., Bed and Table Linen; Cutlery

and Plated Ware including large

Dinner Service complete, New

Aluminium Cooking Utensils, Bath

Room Utensils.

Also

Pot Plants, Electric Fittings,

Singer's Sewing Machine, and one

Large Hall Clock.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 9, 1920.

FOR SALE.

FOR SALE—At their Sales Rooms,

No. 8, Des Voeux Road, Corner

of Ice House Street.

Two Vertical Steam Electric Light-

ing Sets, as follows. Generators,

new. Engines in thorough good

running order. Output 200 Amps.

400 Volts. 16 Kilowatts.

Also

Spare armatures, Switch panels,

and running Gear. Full particulars

can be had from the undersigned.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 7, 1920.

BY ORDER OF THE

SUPREME COURT.

NOTICE IS HEREBY GIVEN THAT

THE STEAMSHIP

"MO HON"

she now lies at Yau-mai in the

Harbour of Hongkong

Will be sold by

PUBLIC AUCTION

on

MONDAY,

the 16th day of February, 1920,

at 3 p.m.

by

GEO. P. LAMBERT

Auctioneer.

The ship is a Chinese ship registered

at Canton and is of 1,400 tonnage. She

was placed in dry dock in Hongkong in

the early part of 1918 and fully repaired

NOTICES.

FIRE INSURANCE ASSOCIATION
OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN THAT
ALL FIRE INSURANCE OFFICES
will be CLOSED for the Transaction of
Public Business on **WEDNESDAY,**
THURSDAY, FRIDAY and SATUR-
DAY, the 11th, 12th, 13th and 14th
instant, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hongkong, February 10, 1920.

MARINE INSURANCE ASSOCIATION

OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN THAT
ALL MARINE INSURANCE
OFFICES will be CLOSED for the
Transaction of Public Business on
WEDNESDAY, THURSDAY, FRIDAY
and SATURDAY, the 11th, 12th, 13th
and 14th instant, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hongkong, February 10, 1920.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1920.

WEDNESDAY, THURSDAY,

FRIDAY & SATURDAY,

February 11th, 12th, 13th & 14th.

TICKETS OF ADMISSION to the

GRAND STAND and ENCLOSURE

may be obtained from Messrs. Kelly and

Leung, at the Gate. Price

\$15 for the Meeting, or \$4 for each day.

No one admitted without a Ticket, to be

shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside

the ENCLOSURE of the Race

Course during the Race Days WITHOUT

TICKETS, which can be had on application

to the Undersigned. These Tickets are

only available for Servants while in

attendance on their employers or when on

duty at the various Stands.

Any Chinese found loitering about with

Servants' passes in their possession will

forfeit them and the holders thereof will

be removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN THAT

owing to the death of Mr. B. D.

KAPTEIN the undersigned ponies

entered in his name to run at the forth-

coming race meeting have been sold by

Public Auction and will run in the

interest and colours of the purchasers

as follows:—

Louisa Mr. G. O. Maxon, "Black,

Yellow Hoops and Cap."

Sinza Mr. John Peel, "Dark Blue,

Silver Braid."

Spotted Sand Mr. Scores, "Old Gold,

Dark Green Hoops."

Runaway Light Mr. T. F. Hough,

"Dark Blue, Primrose Hoops."

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HUMPHREYS ESTATE AND

FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN THAT

the ORDINARY ANNUAL

GENERAL MEETING OF SHAREHOLD-

ERS in this Company will be held

at the Hongkong Hotel, Hongkong, on

WEDNESDAY, the 18th February,

1920, at Noon for the purpose of

receiving the Report of the Directors

together with a Statement of Ac-

counts for the year ending 31st Dec.,

1919.

The TRANSFER BOOKS of the

Company will be CLOSED from the

11th February to the 21st February

both days inclusive, during which

period no Transfer of Shares can be

Registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, February 3, 1920.

HONGKONG & SHANGHAI

BANKING CORPORATION.

NOTICE IS HEREBY GIVEN THAT

the ORDINARY YEARLY

MEETING of the Shareholders in

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.

Each additional 5 words 4 Cents.

WANTED.

WANTED.—ASSISTANT SEC-
RETARY for Hongkong branch,
China Coast Officers' Guild. Must
be qualified marine officer. A liberal
salary will be offered to suitable
man. Apply the Management Com-
mittee, 4a Peking Road, Shanghai.

TO LET.

TO LET.—A GARDEN at Yau-mai.
Apply to The Hongkong Land
Reclamation Ltd.

TO LET.—A ROOMED FLAT, top of
Finney Building, fully furnished,
from April 1st to October 31st 1920.
For full particulars apply to GILMAN &
Co., Ltd.

TO LET.—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

FOR SALE.

A FIVE ROOMED Semi detached
House known as "BICTON"—
Plantation Road, No. 127. The Plot
area about 11,000 square feet with
Tenn's Court, area about 43,000
square feet.

Apply—
JOHNSON, STOKES & MASTER,
Solicitors,
Prince's Building.

FOR SALE.—Several lots of FURS.
Owner has no further need for
them. In good condition. Apply Box
1172 c/o "China Mail."

MOTOR CAR FOR SALE.

1918 OVERLAND-SEATER (last).
In perfect running order well turned
out. Owner leaving Colony.

Price \$1,000

Apply Commander McCOWEN,
H.M.S. "Alacrity," Naval Yard.

NOTICE.

The Chartered S.S. "BANGKOK" will take Cargo
for **CALCUTTA** and will sail direct for above-mentioned
Port on or about the 14th instant.

For further particulars, please apply to:

R. RODENFUSSE,

Acting Agent—Messageries Maritimes Co.,

Queen's Building.

Hongkong, February 9, 1920.

EXCHANGE AND MART.

*At the request or suggestion of many *China Mail* readers, it
has been decided to reserve this space for the convenience of those
who wish to Sell, Buy, or Exchange items not in the way of regular
Trade. Trade advertisements are to be excluded.

*As this is for the convenience of *China Mail* readers, and
to increase its interest for them as a newspaper, there will be no
attempt to make it a revenue producing feature.

*The nominal tariff of Half a Cent a Word (minimum 20
cents) is established to make it serious.

Advertisements for this column must be attached to a Coupon
which will be found on Page 10.

*By way of example, the following "dummy" ads. are
printed as a starter. Not one of them is genuine, so readers are
warned not to waste time answering them.

CHEAPEST SILK STORE

IN TOWN.

POHOOMULL BROS.,

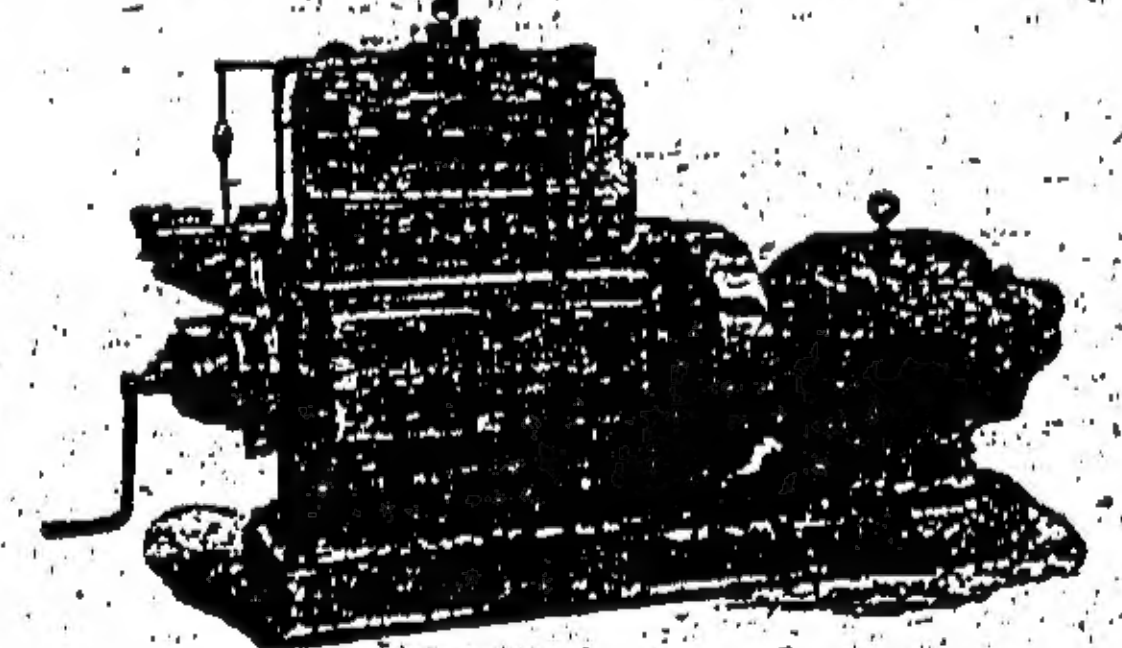
TELEPHONE 2466.

36, QUEEN'S ROAD CENTRAL.

CROSSLEY

POWER & LIGHTING SETS

Type DV4. (40 H.P.)



Made for

(a) Suction or Town's Gas.

(b) Paraffin or Petrol.

These Engines are particularly suited for use in
China and the East, being thoroughly reliable and
can be run by native labour.

They are self-contained and built to the highest
specification. All parts are very accessible, and the
lubrication is automatic.

Hundreds have been supplied to various
British Government Departments.

Fitted with Pulley in place of Dynamo if required.

CROSSLEY BROTHERS, LTD.,

MANCHESTER, ENGLAND.

SOLE AGENTS FOR CHINA—

ALEX. ROSS & CO.,

Des Voeux Road, HONG KONG.

STATE AID FOR THE AIRCRAFT INDUSTRY.

In considering the question of the
future of the air service, it is difficult,
and in fact inadvisable, to do so with-
out reference to the subject of civil
aviation. We have already referred
to the excellent work of the Depart-
ment of Civil Aviation, and have
called attention to the fact that the
development of this means of
transport is of direct interest to the
State in connection with the pro-
vision of men and machines for the
Royal Air Force. For this reason, if
for no other, it is essential to keep
the aircraft industry in being
until it is rendered self-supporting by
the growth of commercial aviation.
State aid, so far, has taken the form
of the development of air routes, the
provision of aerodromes, the supply
of meteorological information, &c.,
and although work of this kind is of
the utmost value and is highly ap-
preciated, some more direct support
seems necessary in view of the
comparatively small expenditure
proposed in connection with aircraft
construction. The example of the
Commonwealth Government in
offering a large prize, recently won
by Capt. Ross-Smith and his com-
panions, for a flight from England to
Australia, might well be followed by
the Home Government. Aircraft
manufacturers, for instance, might be
encouraged in experimental work by
awarding prizes for the best design
of machine to fulfil certain stated
conditions, or experimental work
along approved lines might be direct-
ly subsidised. Some such aid, at
least during the period in which com-
mercial aviation is developing, appears
to us to be essential to prevent the
industry from dwindling to a serious
extent, although recent achievements
in flying under peace conditions seem
to indicate that help will not be
needed for a very extended period.
It is of the utmost importance that
there should be a great nucleus of
manufacturing resources to meet
instantly the intensive demand for
large squadrons of aeroplanes should
the necessities of war ever again
arise.—Engineering.

MEE CHEUNG

HIGH CLASS PHOTOGRAPHER.

Ice House Street. Tel. 1013.

Portrait taken in any

NEW SHIPMENT OF LOWNEY'S CELEBRATED AMERICAN CHOCOLATES

ON SALE BY

A. S. WATSON & CO., LTD.,

The Hongkong Dispensary.

TEL. 16.

Powell Ltd.

TELEPHONE 346

FOR THE RACES.

ELEGANT CLOTH CAPES.

Light weight and the latest Styles.

INSPECTION INVITED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, THURSDAY, FEB. 12, 1920.

ADVERSARIA.

Once every little while, when the spirit of respectability re-awakes within him, the Adversaria puts on a pink tie and green socks and goes calling. The ladies pour out tea, reproach him for long absence, and give him more news in ten minutes than the men who call themselves his friends give him in a week. But this week all he could hear was complaints about Dairy Farm prices. "Just fancy, six shillings and ninepence a pound for butter. Couldn't you give them a rap in your China Mail?" "But, dear lady, their price for butter has been \$1.10 a long time, and the dollar hasn't always been so high." "What has that to do with it?" she said. And we couldn't tell her.

The fatal defect of all social reform schemes is that we need honest men to take charge, and there aren't enough of them. Fools and rogues outnumber the others, so what's the use? It is a sign of the times that Winston Churchill should deem it necessary to point out in a Sunday paper the perils of a Labour Government. That looks as if he sees one in prospect. We agree with him that a Labour Government would probably make a mess of things, but as that is just what his own gang has done, why worry? A change of rogues might be welcome, if only for the sake of the change.

A Harbin correspondent of a Shanghai paper notifies in one breath, "so to speak, that Siberia is now all Bolshevik, and that the trouble is going up. Is that cause and effect? If so, some of you will be surprised, won't you? You'll be saying 'God bless those Bolsheviks' and realizing your profits. It appears from the report mentioned that the Soviet scoundrels 'make no difference in the price of the various paper roubles, not even excepting those of the Kolchak government.' Well, well.

With thunder clapping and booming, lightning making the heart to stagger, and rain sizzling on a rising sea, we have looked over the 'white horses' at the friendly beam of Cape D'Agular, without knowing how it got its name. Do you know? Lady

Emily D'Agular died at Folkestone on Dec. 17, aged 93. It seems that our Cape takes its name from her husband, Sir Charles, who served in China when Hongkong was a pup.

Said the lady in the black dress to the man with the field-glasses, "Which would you rather, to be a bigger fool than you look, or to look a bigger fool than you are?" Neither," said he, "I'd rather be a newspaper man." The silvery tinkle of her rippling laughter thereupon made a dark yellow smear on the atmosphere, and made the Kingsclere peacocks frantically jealous, while exchange dropped nearly twopenny.

"Protection" is political graft, designed for profiteers by the gang in power. In Belgium, where liberty of trade was restored without any restriction within six months after the Armistice. Compare the soaring prices in England and France, where the capitalists got "protective" restrictions made at home, for imports, would have fetched prices down, pacified Labour, and increased production. But it wouldn't have pleased the friends of the Gang now in office.

Once upon a Time a young Gentleman born in Kowloon borrowed a hundred Dollars from an obliging Riches Coolie and invested it in cash sweep Tickets. He won a Prize in every Sweep, including three Firsts, and came away with \$13,335.50. He was so pleased that he repaid the Coolie \$50 on account and promised to give him ten Cents extra when he paid the Balance. This teaches us that kind Actions always pay, if some People don't.

The recent conference of Chambers of Commerce at Shanghai is pleased with itself. Among the various resolutions passed thereat was one recommending a standard currency for China and one urging restrictions upon the production and export of morphia at Home. Now the Chinese Government has decided to open a mint at Shanghai and coin a uniform currency, while the British Government is considering the institution of some form of control over the morphia output. As the paper that gets things done, we shall have to train for this challenge to our champion-ship.

Incidentally, it is to be hoped that the Chinese Government, for its own sake, will consent to the appointment of a foreigner as Associate Director-General of the

Mint. Its Nanking mint has been turning out dollars with insufficient silver in them—somebody squealing—and the Banks would vote for Sycee instead of the new money unless they could put confidence in the integrity of the latter. It is not foreign control that is asked for, but foreign inspection and supervision, by way of guarantee. The Shanghai Chamber of Commerce has addressed the British Minister in Peking to this effect, at the instigation of the banks.

Professor Middleton Smith, who has been appointed Trade Correspondent to the Federation of British Industries, has said things that do not get the approval of the acting chairman of the China Committee of the British Engineering Standards Association. Boosting for his beloved University at Hongkong, the Professor threw cold water on the idea of Chinese technical students going to England for training. He would prefer to train them at the Hongkong University. The China Committee of the B.E.S.A. at Shanghai prefers that they go to the United Kingdom for vocational training. It is all a matter of opinion, and one carries no more weight than the other. The Conference was in favour of both.

This matter of training Chinese engineers is a live issue. One of Reuter's cables today calls our attention to it, and to some statements in *The Times*, which must have been inspired. In China, we are told, there are 1,700 Chinese graduates from American Universities and only 400 from British. This statement has nothing surprising in it, except perhaps the part that says we have so many "commercial assets" as 400, for the American universities have had a long start, and we have done nothing in the matter. We pointed this out some time ago, when discussing the Conference of Chambers of Commerce.

Noticed how odd your desk calendar looks? A QUEER FEBRUARY. It is not usual to have five Sundays in February. It happens once in 28 years, and even then not regularly, for "fin de siècle" periods like 1800, 1900, 2000, etc., interrupt it. It will not happen again till 1948, by which time some of us will not care what happens. From the employee's point of view, it is very nice—a month with only 24 working days in it.

LOCAL AND GENERAL.

Today's dollar is worth 6s. 4d.

Concerning communicable disease, the rates seem to help. Two "nil" reports running. Can we do the hat trick?

During a league football match at Addlestone, Surrey, the ball hit the arm of Constable Wright, one of the Addlestone backs, and burst with a report heard all over the ground.

The 20th annual prize distribution of the Diocesan Girls' School will be held at the School, King's Park, Jordan Road, Kowloon on Tuesday February 17 at 11 a.m.

We are glad to hear that Chief Inspector Kerr is progressing favourably in hospital, and will be able to be discharged by the end of the week. Sergt. McNab Wilson, the latest patient to be admitted to the Police ward, which is now filled to its fullest capacity with "flu" patients.

A Chinese woman living at No. 109 Des Voeux Road, West, was this morning charged before Mr. J. R. Wood with the unlawful possession of 13 tins of prepared non-Government opium valued at \$456. She pleaded that the drug was given to her by a friend to keep for her until her return from the country. She did not know that the parcel which was entrusted to her contained opium. Mr. M. K. Lo who appeared for the defence asked for a remand, and his Worship fixed the hearing for Saturday. Bail was allowed in the sum of \$2,000.

An armed robbery is reported to have taken place on the second floor of No. 133 Wing Lok Street at 9 p.m. yesterday. It is reported that ten men, all armed with revolvers, suddenly made their appearance in the flat, and after threatening to shoot the inmates if they showed resistance, they gagged and bound them, and then ransacked the place and made off with \$750 in money, \$521 worth of jewellery, and \$130 worth of clothing. The alarm was given some half an hour after the robbers had departed. The Police are investigating the robbery, but up to the time of reporting, no arrests have been made.

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, influenza, scarlet fever and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy—it is pleasant and safe to take. For sale by all Chemists and Storekeepers.

ARMED ROBBERY AT MEE CHEONG'S.

At the Magistracy this morning, Sergt. Murphy charged a Chinese with being concerned in the armed robbery which took place at the Mee Cheong photographic studio, on the afternoon of Tuesday, the 10th inst.

Sergt. Murphy said that Mr. Yuen Hang Kew, the Manager of the Tai Ping Theatre, who is also connected with the Mee Cheong studio, was in the habit of using a convenience situated in a lane at the back of Mee Cheong's premises. At about 2 p.m., on Tuesday, Mr. Yuen went there. When he entered there was no one there. After a while, two men came in and occupied the other two compartments in the latrine. The defendant came in soon after them, and attempted to fasten the door from the inside. His suspicion being aroused, Mr. Yuen tried to leave his compartment, but the defendant pulled out the revolver (produced) and levelling it at Mr. Yuen's head, ordered him not to move. The other two men then came out of their respective compartments, and attacked Mr. Yuen. Whilst one of them rubbed pepper on Mr. Yuen's face and eyes, the other put his hand in his coat pocket and extracted a wallet containing \$195 in notes and some business papers. He also removed a diamond ring valued at \$3,000 from Mr. Yuen's finger. The two men then walked away, whilst the defendant remained behind to cover their retreat. After some minutes had elapsed, the defendant put the revolver back in his coat pocket and after tearing Mr. Yuen's trousers to make sure that he could not give chase, he also went away. Covering the rent in his trousers as best he could, Mr. Yuen followed the defendant. As Mr. Yuen got to the bottom of Ice House Street, he saw the other two robbers under the verandah of the Asia Bank walking West. It was here that Mr. Yuen gave the first alarm. Upon hearing the alarm given, the defendant who was walking a few paces in front of Mr. Yuen, bolted up Battery Path. Police Sergeant Hedge and Indian Police Sergeant B194 who were on duty near the tree at the foot of Ice House Street, gave chase. The defendant, who was bare footed, ran very fast and would have made good his escape had not a Chinese messenger, who was walking down the path, grabbed the defendant and delayed him long enough to give the police time to come up. When arrested, the defendant struggled violently to get free. Just then Sergt. Ward of the Naval Yard Police who was in plain clothes came on the scene and helped to get the defendant under control. Sergt. Ward then searched the defendant and the revolver (produced) was discovered. On examination however, the revolver was found to be empty. The wallet and ring were not found on the defendant. They must be in the possession of the other two men, who have not yet been arrested.

The sergeant said that in view of the holidays, he would ask for a week's remand.

His Worship fixed the hearing of the case for next Thursday.

TREVEAL'S MISHAP.

HEAVY LOSS OF LIFE OFF WEYMOUTH COAST.

A London wire of January 11 says: The *Trevel* from Calcutta to Dundee, which has been wrecked near Weymouth, was carrying a cargo of lute and manganese. Up to the present there are seven survivors, and it is feared that thirty-three others have perished. Twenty bodies have been washed ashore. The lifeboat made desperate efforts to reach the wreck but the seas prevented success. The lifeboatmen were exhausted. The crew of the *Trevel* clung to the ship till she broke in halves. Three boats were then launched; two capsized and the third overturned near the shore. The seven occupants succeeded in landing in an exhausted condition. The survivors include an officer, Mr. Donald an apprentice steward, Cardnow, the Chief Engineer, Mr. Thirkede, the cook, Woolcock, and seaman Winterbottom. The two remaining survivors were apprentices Angall and Kirby. The *Trevel* called at Portland on Friday night for a pilot. None was available, and the ship had to sail without one. When the survivors were struggling towards the shore the only person on shore was the vicar of the parish who stood in the surf up to his neck, helping to pull them in. The vicar tried unsuccessfully for an hour, trying to bring the first mate round.

YANGTSEPOO COTTON MILL.

THE YEAR'S WORKING.

The fifth annual general meeting of shareholders of the Yangtsepo Cotton Mill, Ltd., was held on Feb. 5, at Shanghai. Mr. A. Brooke Smith presided, supported by Messrs. R. McE. Dalgleish, Woo Ling-shu and Pan Ching-poo, consulting committee; Mr. Jas. Harrop (manager) and Messrs. B. A. Somer, Pan Tse-chun, Zee Quan-yuen, H. G. Elliot, A. Woods, S. M. Joseph, F. J. Barren, M. Simmons, W. Wakeford Cox, C. O. Dong and C. R. Stowe, shareholders.

The Secretary, Mr. R. J. McNicol, having read the notice convening the meeting and the auditors' report, the chairman said—

Gentlemen,—The report and statement of accounts having been in your hands for over seven days, I will, with your permission, take them as read.

I think we may well congratulate ourselves upon the excellent outcome of the past year's working, the profit of Tls. 1,347,879.65 being far in excess of any previous record. This gratifying result is most welcome, as it enables us to pay a handsome dividend to shareholders, and at the same time place substantial sums to reserve funds, which for a comparatively young company such as ours is fortunate, in view of the keen competition we must inevitably encounter from the new mills now building and projected in China.

I will now proceed to explain the various allocations of the balance at credit of profit and loss account, which I trust will have your entire approval.

THE RETURN TO SHAREHOLDERS.

The preference dividend, the first charge on our profits, absorbs Tls. 35,000.

On the ordinary shares we propose to pay Tls. 3s. 6d. per share: this means Tls. 700,000 or slightly more than half the year's profit.

Through having one-third of the capital in preference shares, the ordinary shareholders are in a fortunate position when abnormal profits are made, and the return they will receive this year compares very favourably with dividends declared by other mills in Shanghai.

Including the present dividend the company will have returned to shareholders Tls. 5.55 per Tls. 5 share in five years, which works out at an average of just over 22 per cent. per annum.

The addition of Tls. 210,000 to start a reserve fund will give additional support to the company, and whilst not being earmarked at present for any special purpose, it can, in case of necessity, be utilized in various ways.

The appropriation of Tls. 100,000 to cotton fluctuation fund (making it altogether Tls. 150,000) will place us in a sound position in view of the wide fluctuations that frequently take place in the raw material in the present somewhat abnormal times.

If you approve of these appropriations we shall have reserves totalling Tls. 750,000, against a capital of Tls. 1,500,000, which must be considered very satisfactory.

The amount of Tls. 80,000 to be written off machinery is similar to that of last year, as is also the allowance for depreciation of brick buildings (Tls. 5,000), but the writing down of concrete buildings with Tls. 20,000 is Tls. 5,000 more than in the two previous years.

The sum of Tls. 25,000 allocated to create a special repairs and renewals fund is a provision that will enable us to keep our plant, etc., up to the highest state of efficiency, irrespective of their written down values.

THE PROVIDENT FUND.

I desire to explain that the Tls. 35,000 allocated for bonus to foreign and Chinese staff at the mill and retiring allowance to the late mill superintendent, includes Tls. 3,377.47 voted by the consulting committee to our late mill superintendent, Mr. Jas. Kerlock, on his retirement after being connected with the company since its inauguration, whilst Tls. 1,389.80 represents the company's contribution to the European staff provident fund for 1917-18, as the scheme was made retrospective to May 1, 1917, for those qualified to participate. The last two items were placed to suspense account and appear in the balance sheet, not being chargeable to last year's working account. The actual amount to be expended in bonus is Tls. 20,232.73.

I feel that a special word of commendation is due to the manager and the staff at the mill for their work during the past year, and the proposed bonus is a tangible and well deserved appreciation of their keenness and devotion to duty.

The foreign staff's provident fund, sanctioned by the consulting committee at the end of 1918, is greatly appreciated. The staff contribute 5 per cent. of their monthly salaries, and the company a similar amount, and 7 per cent. compound interest, computed half yearly, is allowed on the total.

I venture to hope that you will sanction the creation of a Chinese staff superannuation fund with the appropriation of Tls. 20,000. The wisdom of this step is only too apparent if looms and accompanying preparation we are to retain the services of our machinery, and we hope we shall

best skilled native workers, in view of the inducements that are being offered to them by the new industrial concerns that are constantly appearing in our neighbourhood.

This new fund will enable your general managers to advise their Chinese staff at the mill that, after 10 years' service, each employee will have credited to his or her account, 10 per cent. of their pay for each year's service from the time of joining the company; withdrawals will only be permitted on retirement after 20 years, or on account of ill health or disablement after 10 years' service. It is not intended that interest shall be allowed on the sum at credit of each individual, but under this system an employee, after long service, will receive on retirement an amount that should provide for reasonable comfort in old age. In case of death the family concerned would, of course, receive the amount at credit of any person. Your general managers feel confident that this scheme will ensure long and faithful service.

THE LABOUR PROBLEM.

Native labour is a factor that is causing considerable difficulty and I am afraid must give us much anxiety in the future. Until recently, it has been plentiful, but owing to the rapid growth of Shanghai as an industrial centre, there can be no doubt that, with the increasing number of new cotton mills and other industries, we may expect still greater trouble in finding sufficient hands to keep our mill fully supplied. It has always been our policy to maintain an efficient and contented staff, and we have endeavoured to anticipate the difficulties as far as possible by a generous consideration of our workers' needs. We advanced our native wages about 12 to 15 per cent. last spring to meet the higher cost of living, and since then additional grants have been made where necessary, and also in recognition of good work. We have further made substantial contributions towards the upkeep of the Yangtsepo social centre as a night school and elementary technical school for our native staff, and also towards the establishment of a hospital under the same auspices, adjacent to our mill.

The contribution of Tls. 15,000 to war funds, we feel sure, will commend itself to you, and, subject to your approval, this will be given to the King's Fund for Disabled Soldiers and Sailors.

PROVISION FOR EXTENSIONS.

In order to provide further godown accommodation and allow for possible extensions to our weaving department, we have purchased a small piece of land on the Yangtsepo Road corner of our property. We are also constructing a new water-intake, and reclaiming the land on our river frontage. The amount of Tls. 35,547.61 shown in the statement of accounts as additions to property account represents payments so far made in connection with the two latter items.

The auditors' comment in the balance sheet that no provision has been made for depreciation only needs the explanation that the accounts have been made up on exactly the same lines as usual and that ample provision for depreciation has been proposed in the allocation of profits.

Trading conditions throughout practically the whole of our past year were very satisfactory, and we were fortunately able to take full advantage of them, and worked our mill to its utmost capacity.

The last Chinese cotton crop was plentiful and satisfactory in quality, whilst Indian varieties were also available at comparatively cheap rates. Good American grades were somewhat scarce, and their prices at times ruled rather dear, but, taken all round, cotton prices were generally in favour of spinners in China. I am sorry to say the present Chinese crop is poor in quality and quantity.

At present the prospects for the current year are very encouraging, as we are engaged on orders for yarn and cloth for some months ahead at most remunerative prices, and I trust our contracts will all be completed.

PROFITS ON YARN.

As I mentioned on a recent occasion similar to this, I think it is desirable to point out to shareholders that current prices for yarn and cloth bear no relation to the present cost of cotton. This is a source of great danger, and sooner or later values of the former may decline rapidly to figures nearer actual cost. In past years, we have at times sold at less than cost. What may be termed a normal profit on yarn is Tls. 5 to 6 per bale—to-day most mills are making at least Tls. 50 to 60 per bale.

Our coal contract for 1919 was at Tls. 14.10 per ton, but the suppliers—the Kailan Mining Administration—reduced the price to Tls. 10 from April 1 on finding that they were able to secure much cheaper tonnage than anticipated. This reduction meant a saving to us of almost Tls. 38,000, and I should like to take this opportunity of expressing our sincere appreciation of the generous spirit which prompted the Kailan Mining Administration to give us the benefit of lower freight rates. (Hear, hear.)

This year's contract has been made at Tls. 8.30, needless to say with our old friends.

To complete the equipment of our weaving shed we have ordered 61 new looms and accompanying preparation we are to retain the services of our machinery, and we hope we shall

94 SHIPS' BLANKETS PINCHED.

A LUCKY CAPTURE.

Before Mr. J. R. Wood at the Magistracy this morning, Mr. P. A. Lapicque, Manager of Messrs. Lapicque and Co., charged a boatman, with unlawfully receiving stolen property, to wit, 42 blankets, and 52 half blankets, which were stolen from the s.s. "Hongkong," owned by the complainant's firm.

The defendant pleaded "not guilty," and said that he was engaged by a person on board the ship to take the blankets ashore. He was to receive \$1.50 boat hire. He did not know the blankets were stolen.

Mr. Lapicque said that at about 1.30 p.m., yesterday, he proceeded by launch to the s.s. "Hongkong." When about 100 yards from the ship, he saw the defendant's sampan made fast to the stern of the ship. A bundle of blankets was being lowered by means of a piece of rope from the ship on to the sampan. The defendant was standing with his arms outstretched, ready to receive the bundle. Witness told his coxswain to make for the boat. When the defendant saw the launch approaching his sampan, he pushed off from the stern of the ship and mingled with other sampans in the vicinity. Witness kept his eye on the defendant's sampan and got alongside it. As the launch made fast to the sampan, witness saw the defendant and a woman throw several bundles of blankets into the harbour. Witness jumped on to the sampan and arrested the defendant and took him on board the launch. The bundles of blankets which floated in the water were fished out by the seamen on witness's launch. There were altogether six bundles. Witness took the sampan in tow, and headed for Hongkong. When he got to his office, witness called in the Police and gave the defendant in charge. The Police also took charge of the blankets. Witness did not know how many blankets were there. The blankets were the property of the ship and were issued for the use of labour corps men, who were passengers on board the ship.

Sergt. Stimson said he took the defendant in charge. He also took charge of the blankets. There were six bundles, containing altogether 42 blankets and 52 half blankets. At the defendant's request, witness took him on board the s.s. "Hongkong" at about 2.30 p.m., and the defendant identified a Labour Corps man as the person who hired his sampan to take the blankets ashore. Witness arrested this man also.

Asked what he had to say, the defendant said he threw the blankets overboard when Mr. Lapicque's launch came alongside because he was told to do so by the man who engaged the sampan.

His Worship found that there was guilty knowledge, and sentenced him to three months' hard labour.

The Labour Corps man was then charged with stealing the blankets.

The Police said they had no evidence to offer against him except what the boatman had alleged against him.

Calling Mr. Lapicque into the witness box, his Worship explained to him that according to law, the evidence of one thief against another cannot be admitted unless supported by other evidence.

Mr. Lapicque said he had no evidence to offer against this defendant. He did not see him at all.

His Worship discharged the defendant, who was weeping in the dock all the time. As soon as he was told to go, he howled to his Worship and left the dock.

PRESENTATION TO LANCE- SERGEANT E. J. FIELD.

In the absence of His Excellency the Governor owing to indisposition, His Excellency the General Officer Commanding the Troops who presided at the meeting of the Executive Council this morning presented Lance Sergeant Ernest James Field, Hong Kong Police, with the Testimonial on Vellum awarded to him by the Royal Humane Society.

It will be remembered that on the evening of August 3, 1919, Sergeant Field rescued a Marine of the U.S.S. "Helena," who had jumped into the harbour to escape arrest by the police.

The rescued man who had been drinking struggled violently in the water till he lost consciousness. But for the prompt rescue effected by Sergeant Field the Marine would undoubtedly have been drowned.

shortly obtain delivery, as these will increase our productive capacity.

The Chairman then proposed the adoption of the report and accounts and the allocation of the profits as suggested; and this motion was seconded by Mr. Dalgleish. The accounts were then placed before the meeting for discussion and, no questions being put, were carried unanimously.

The next business was the re-election of the Consulting Committee consisting of Messrs. A. Brooke Smith, R. McE. Dalgleish, C. Gordon Maclellan, Woo Ling-shu and Pan Ching-poo. Proposed by Mr. Wakeford Cox, seconded by Mr. H. G. Elliot.

HONGKONG JOCKEY CLUB.

SECOND DAY 1920 RACES.

It used to be said that when founding a Colony the Englishman first of all makes a race course, and that after he has got an office and a Club, he builds a church. Like all such humorous generalizations, this is untrue but has some basis in fact. Even Englishmen themselves are occasionally known to indulge in the thought that the "sport of kings" is peculiarly English, but it isn't. Other peoples are as horsey. For ages the horse was the only thing worth racing. The Romans raced him yoked to a chariot. The Indians gave us polo and the gymkhana. Even now the Italians are said to know more about steeplechasing than we do; they had noted horsemanship in the sixteenth century. French cavalry long ago set the European fashion. The early Germanic tribes are credited by historians with horse racing. So far as book knowledge takes us, we have no racial claim to priority or pre-eminence in racing. Our local "hip-podromus" being devoted to the cult of the China pony, does not join in the humbugging claim made so often at home that the object of the cult is to improve the breed. Not to beat about the bush, it is a gambling game, purely and simply. Without the sweeps and the tote the interest would fall very flat.

Having arrived at this conclusion it is easy to show that this year's meeting so far has been of exceedingly great interest. Owing to the weather, partly, there have been many surprises. A man who backed every horse yesterday "for a place" would have won. He couldn't lose. That is the sort of racing our people like. When ponies can be judged on form, when unanimity of opinion makes favourites, the profits to the gambler are small, and interest is ditto.

To-day the hourly expected rain still held off, but it was so very cold and raw that the paddock had none of the life and colour that the day should have. From the gay frocks and bonny coats of our womenfolk, overcoats, rain coats, cloaks and furs were the rule, and even they huddled together under shelter.

Of the three tickets taken on Ludlow for the first race yesterday, which paid so well, we hear that one was taken for a man in the Kowloon docks who wasn't present. He had had a hunch or a dream, and fancied the pony. The other was taken by a man who had a tip from a mafio. The third was not taken by the owner of Ludlow.

In the case of the Garrison Cup, the know-it-alls were quite upset. Mr. Seth had such bad luck in the past. He hasn't ridden for two years, since his accident that few fancied Saver-nake. "Who could have guessed," one punter demanded bitterly, "that out of the biggest field of the day Seth would manage a win?" That \$243.50 dividend taught him that Mr. Seth hasn't forgotten his jockey-craft.

Today the main interest centres in the Derby, owing to sweeps and private bets. Pile-driver ran so well under Mr. Johnston's mastery handling yesterday that he has more fan-cies for the Derby to-day than he had before, and has ousted Spoilt Child. He and Allied King at the moment of writing (beginning of the first race) seem to be about equal favourites, but the tote will show.

Of winning jockeys yesterday, Mr. Hill easily topped the list with no less than five wins and two seconds. Mr. Johnston came next with one win, four seconds and two thirds. The following is the complete table:

W. Hill..... 5 2nd - 3rd

J. Johnston..... 1 4 2

F. Vida..... 1 3

S.B.M. Bremner..... 1 4

W. A. Dalgarno..... 1 2

T. W. Doyle..... 1 1

H. Seth..... 1 1

Adams..... 1 1

Major Kirkpatrick..... 1 1

Crook..... 1 1

The Chinese attendance is again noticeably small, and is generally believed to be a repetition of the boycott started as a result of the Jockey Club's decision not to admit Chinese as members. We cannot agree with censorious comments on the Chinese aloofness, if that be the explanation. At the time of the unfortunate controversy the China Mail said that although the Chinese feeling in the matter was quite natural and understandable, the Jockey Club had every right to decide as it did. Now the China Mail is obliged to point out that the Chinese have the right to refrain from patronizing the meeting if they like. To debar them from membership, and to scold them for not attending, would be stupid. So far as we can learn, the Jockey Club is not worrying about it. Why should outsiders?

There are more ponies and riders available today than ever before. There are 137 ponies and 18 riders, so that big fields and more fun are possible. There are 18 more ponies than last year, and 30 more than in 1919. The Chater stables alone provide 16 animals.

At seven o'clock the course appeared in much better condition having been dried by the north wind. There was also a much larger attendance by the time the bell was rung for the first race.

Music was supplied by the band of H.M.S. "Hawkins" under Mr. Lodge, the following being the programme: MORNING.

- 1.—March, "Entry of the Bulgars" Letter.
- 2.—Overture, "Tangredi" Rossini.
- 3.—Selection, "Chu Chin Chow" Norton.
- 4.—Patrol, "The Wee Macgregor" Amers.
- 5.—3 Dances "Nell Gwyn" German.
- 6.—Cornet Solo, "Killarney" Balfé.
- 7.—Fantasia, "Bonnie Scotland" Nare.
- 8.—Valse, "Missouri" Logan.
- 9.—Selection "Razda Dazle" Darsinski.
- 10.—March "The Great Little Army" Alford.

AFTERNOON.
11.—Parisian Sketches "Demoiselle Chic" Bal Masque Fletcher.
12.—Selection "Some" Tate.
13.—Serenade "La Paloma" D'Yradier.
14.—Grand March "The Prince of Wales" Joyce.
15.—Valse "Tou Paris" Waldeufel.
16.—March "Menid Road" Guilarist.
The amount of money on pari-mutuel, cash Sweeps and general betting yesterday was well in excess of last year's total.

The better attendance for the first race to-day was indicated by the total pari-mutuel figures which was \$900 odd against \$600 yesterday.

The Derby this year was somewhat of a disappointing race. There were only six starters and for the first time since 1912 Sir Paul's Stable was unrepresented. The time, 3min. 13sec., was slow and the race at the finish was practically a walk over for Allied King who started favourite. Pile Driver being second favourite. Spoilt Child had only 147 backers and created surprise by coming in second, an unexpected place whilst Pile Driver was nowhere.

After the Derby was run the attendance considerably increased.

1.—THE JOCKEY CUP.—Winner \$500; second \$200; third \$100. For China Ponies. Subscription Griffins of both Classes of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$5. Once round.

Pari-mutuel:—
Winner, \$12.60
Places:—1st \$6.60
2nd \$6.80
3rd \$11.10

Cash Sweeps.—
Ticket No. 279 1st \$938.00
" " 2nd \$268.00
" " 3rd \$134.00
Unplaced ponies \$100.00
Commission \$255.00
Total \$1,695.00

Unplaced ponies, \$25.00 each ticket Nos. 7, 224, 276, 78.

Messrs. Thomas and Ross's George Mac, 152lb. (Mr. Doyle)

Mr. Wayfoong's Pussyfoot, 155lb. (Mr. Sutton)

Messrs. C. G. M. and G. H. W.'s Uncle, 155lb. (Mr. Carner)

Mr. Adams' Moonshine, 152lb. (Mr. Adams)

Mr. B. D. Kapteyn's Sinza, 152lb. (Mr. Grimstone)

Mr. Soares' Mamma's Child, 149lb. (Mr. Soares)

Messrs. Sousa and Basto's Cameo, 155lb. (Mr. Sousa)

After one false start the field got well away, Pussyfoot taking the lead followed by Sinza, George Mac, Mamma's Child and Moonshine. At the football stand the ponies bunched; but past the rock Cameo took the lead with Pussyfoot second.

George Mac, third. Entering the home straight George Mac took the lead closely followed by Pussyfoot and Uncle. George Mac however increased his lead and won by many lengths from Pussyfoot with Uncle half a length behind, third.

Time 2.01.

2.—THE EXCHANGE PLATE.—Presented by the Bankers and Exchange Brokers of Hongkong. Value \$1,000 to winner; second to receive \$200; third \$100. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 5 lb.; of two or more races 7 lb. extra. Griffins allowed 5 lb. Subscription Griffins of both Classes of this season 1919-1920 allowed 10 lb. Entrance \$15. From the Two Mile Post once round and in.

Pari-mutuel:—
Winner, \$25.30
Places:—1st \$6.00
2nd \$5.50
3rd \$6.90

Cash Sweeps.—
Ticket No. 332 1st \$1,235
" " 2nd \$353
" " 3rd \$176

Unplaced ponies and Commission \$401

Total \$2,165

Unplaced ponies, \$25.00 each; ticket Nos. 308, 276, 157, 278, 332.

Sir Paul's Champion, Dahlia, 152lb. (Mr. Johnston)

Mr. G. H. Potts' Mountain King, 160lb. (Mr. Hill)

Mr. John Peel's Slam, 152lb. (Mr. Johnston)

Mr. T. F. Hough's Runaway Light, 152lb. (Mr. Crookam)

Sir Paul's Attraction, Dahlia, 152lb. (Mr. Sutton)

Mr. Soares' Siamese Cat, 157lb. (Mr. Dalgarno)

Off at 12.31.

A most interesting race. The field got away well together. Slam, Attraction Dahlia and Runaway Light leading; together with Vida en Champion Dahlia last. Attraction Dahlia then took the lead and went well away followed by Slam. Up the back straight Attraction Dahlia still lead; Slam and Siamese Cat running neck and neck for second place, Champion Dahlia coming well up. Round the village bend, Mountain King, well ridden by Hill, took first place and was challenged by Champion Dahlia. A fine race at the finish, Vida and Hill fighting hard, resulted in Champion Dahlia winning by three quarters of a length from Mountain King with Slam two lengths behind, third.

Time, 2min. 20sec.

3.—THE HONGKONG DERBY.—A Sweepstakes of \$20 each with \$2,000 added. For China Ponies, bond file Griffins on date of entry. First Pony to receive 70 per cent.; second 20 per cent.; third 10 per cent. Weight for inches as per scale. One mile and a half.

Pari-mutuel:—
Winner, \$10.10
Places:—1st \$7.00
2nd \$12.00
3rd \$16.30

Cash Sweeps.—
Ticket No. 1223 1st \$7,108
" " 2nd \$2,031
" " 3rd \$1,015

Unplaced ponies and Commission \$2,146

Total \$12,300

Unplaced—ponies \$25.00 each; ticket Nos. 1223, 290, 573, 163, 207, 20.

Mr. G. H. Potts' Allied King, 155lb. (Mr. Hill)

Mr. Soares' Spoilt Child, 155lb. (Mr. Dalgarno)

Sir Ellis Kadoorie's Hongkong Chief, 161lb. (Mr. Crookam)

Messrs. C. G. M. and G. H. W.'s Charles, 152lb. (Mr. Bremner)

Messrs. Gay Bird's Sandmartin, 155lb. (Mr. Kirkpatrick)

Mr. John Peel's Pile Driver, 161lb. (Mr. Johnston)

After a false start, Allied King going away, the field went off in procession. Spoilt Child, Charles, Sandmartin and Hongkong Chief. At the Rock Pile Driver took the lead from Allied King, Charles third, Spoilt Child fourth, Sandmartin and Hongkong Chief following last. At the Village Bend Hongkong Chief overtook Sandmartin. First past the judge's box was Pile Driver followed by Allied King, Charles, Spoilt Child, Sandmartin, Hongkong Chief, in procession order. The same positions were maintained past the Military Stand, but Hongkong Chief came up into fifth place at the Football Stand. Up the incline Pile Driver led followed by Allied King, Charles, Spoilt Child Hongkong Chief and Sandmartin, in that order. At the village bend Charles took the lead from Pile Driver but was displaced by Spoilt Child. Upon entering the home straight Hill on Allied King then came away in splendid style and won easily by four lengths from Spoilt Child with Hongkong Chief third, two lengths behind. Charles was fourth, Pile Driver, fifth and Sandmartin last. Pile Driver did not, at the critical point, show anything like the form that was expected of him.

Time—3.13.

4.—THE SUBSCRIPTION GRIF-FINS' CHALLENGE CUP.—Value \$1,000. For China Ponies, Horse Bazaar Subscription Griffins of the current season. Weight for inches as per scale. To be won two years consecutively by Ponies the bond file property of the same owner or owners. Winner to receive \$500 and 70 per cent.; second \$200 and 20 per cent.; third \$100 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. Entrance \$10. One mile and a quarter.

Pari-mutuel:—
Winner, \$78.40
Places:—1st \$14.20
2nd \$10.20
3rd \$11.60

Cash Sweeps.—
Ticket No. 643 1st \$1,935.00
" " 2nd \$530.00
" " 3rd \$276.00

Unplaced ponies and Commission \$656.00

Total \$3,430.00

Unplaced ponies, \$25.00 each; ticket Nos. 477, 183, 407, 675, 61, 501, 269, 232, 643.

Sir Paul's Sovereign, Dahlia, 153lb. (Mr. Crookam)

Mr. B. D. Kapteyn's Spotted Sand, 153lb. (Mr. Dalgarno)

Mr. John Peel's Sandy, 152lb. (Mr. Johnston)

Mr. Dynasty's Vivat, 152lb. (Mr. Reid)

Mr. Fash's Lanchester, 155lb. (Mr. Bell Irving)

Mr. T. F. Hough's Cadzow's Glen, 144lb. (Mr. Doyle)

Sir Ellis Kadoorie's Sumatra Chief, 152lb. (Mr. Bremner)

Sir Paul's Albion Dahlia, 152lb. (Mr. Vida)

Off at 3.05. After a false start the ponies got away very badly. Spotted being left many lengths behind. Sovereign Dahlia took the lead closely followed by Albion Dahlia and Sandy. Round the bend into the straight Spotted Sand came up in fine style but Sovereign Dahlia kept the lead, fought hard with Spotted Sand, and won by half a length, with Sandy third a length behind. It was due to Spotted Sand's bad start that he lost the race. The manner in which he picked up was exceptionally fine.

Time 1.15 1/5.

(Continued on Page 8.)

LATEST SHIPPING NEWS.

ARRIVALS.

The S.S. CHUSAN, Capt. D. R. Davies, 4,338 tons, arrived yesterday at 10 a.m. from Swatow with 2,600 tons of general cargo and 4 bales of mail.

The S.S. NANCY MOLLER, Capt. Wilkins, 698 tons, arrived yesterday at 6 p.m. from Yunnan with 80 tons of rice.

The S.S. AMARUS MARU, Capt. Kobayashi, 1,370 tons, arrived yesterday at 9.05 a.m. from Swatow with 1,100 tons of coal, 40 tons of general cargo and many bales of mail.

The S.S. TORN MARU, Capt. Hando, 1,211 tons, arrived yesterday at 6 p.m. from Hongay with 2,228 tons of coal.

DEPARTURES.

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TO-DAY'S NEW ADVERTISEMENT.

WANTED.

WANTED.—AN INSURANCE MAN for Fire Loss Adjuster's Office in Shanghai, one with home experience preferred, good prospects for the right man. Communications treated as strictly confidential. Apply stating experience and salary expected.

To L. MOORE & Co., Ltd.

Fire Loss Adjusters.

SHANGHAI.

Cash Sweeps.—
Ticket No. 187 1st \$1,430
" " 2nd \$342nd \$408
" " 3rd \$253rd \$204

Unplaced ponies and Commission \$598

Total \$2,640

Unplaced ponies, \$25.00 each; ticket Nos. 22, 84, 187, 397, 504, 271, 525, 130, 334, 9, 340.

Capt. Henderson and Mr. Dyer's Target, 152lb.

Sir Paul's Glenmore Dahlia, 152lb. (Mr. Kirkpatrick)

Mr. Moonraker's Saver-nake, 155lb. (Mr. Vida)

Mr. Glendaye's Someman, 152lb. (Mr. Hill)

Mr. Henry Humphreys' Wee Mouse, 152lb. (Mr. Johnston)

Mr. B. D. Kapteyn's Louza, 155lb. (Mr. Crookam)

Mr. John Peel's Buzz Off, 153lb. (Mr. Bell Irving)

Mr. Ritchfield's Ryss, 152lb. (Mr. Doyle)

Messrs. Sousa and Basto's Taz-zan, 152lb. (Mr. Dalgarno)

Off 1.35. After a fair start Bayford went away followed by Glenmore Dahlia. Louza then took the lead and ran into the back straight many lengths ahead. Tredegar then took second place the rest bunching. The same order round the village bend into the home straight when Target came to the fore closely followed by Glenmore Dahlia and Saver-nake coming up strong.

Target and the Dahlia fought hard at the finish the former passing the post first by a neck with Saver-nake a length and a half behind. Time 2.46 3/5.

5.—THE GOVERNOR'S CUP.—Presented by His Excellency the Governor, with \$600 added to the winner; second \$200 third \$100. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffins allowed 5 lb. Subscription Griffins of seasons 1918-1919 and 1919-1920 of both Classes that have not won more than one race allowed 10 lb. (Jockey allowance.) Entrance \$10. Five furlongs.

Pari-mutuel:—
Winner, \$77.80
Places:—1st \$16.80
2nd \$7.50
3rd \$6.40

Cash Sweeps.—
Ticket No. 643 1st \$1,935.00
" " 2nd \$530.00
" " 3rd \$276.00

Unplaced ponies and Commission \$656.00

Total \$3,430.00

Unplaced ponies, \$25.00 each; ticket Nos. 477, 183, 407, 675, 61, 501, 269, 232, 643.

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The S.S. AMARUS MARU, Capt. Kobayashi, 1,370 tons, arrived yesterday at 9.05 a.m. from Swatow with 1,100 tons of coal, 40 tons of general cargo and many bales of mail.

The S.S. TORN MARU, Capt. Hando, 1,211 tons, arrived yesterday at 6 p.m. from Hongay with 2,228 tons of coal.

DEPARTURES.

The S.S. CHUSAN, Capt. D. R. Davies, 4,338 tons, leaves for Swatow at 10 a.m. with 2,600 tons of general cargo and 4 bales of mail.

The S.S. NANCY MOLLER, Capt. Wilkins, 698 tons, leaves for Yunnan at 6 p.m. with 80 tons of rice.

The S.S. AMARUS MARU, Capt. Kobayashi, 1,370 tons, leaves for Swatow at 9.05 a.m. with 1,100 tons of coal, 40 tons of general cargo and many bales of mail.

The S.S. TORN MARU, Capt. Hando, 1,211 tons, leaves for Hongay at 6 p.m. with 2,228 tons of coal.

TO-DAY'S NEW ADVERTISEMENT.

WANTED.

WANTED.—AN INSURANCE MAN for Fire Loss Adjuster's Office in Shanghai, one with home experience preferred, good prospects for the right man. Communications treated as strictly confidential. Apply stating experience and salary expected.

To L. MOORE & Co., Ltd.

Fire Loss Adjusters.

SHANGHAI.

Cash Sweeps.—
Ticket No. 187 1st \$1,430
" " 2nd \$342nd \$408
" " 3rd \$253rd \$204

Unplaced ponies and Commission \$598

Total \$2,640

Unplaced ponies, \$25.00 each; ticket Nos. 22, 84, 187, 397, 504, 271, 525, 130, 334, 9, 340.

Capt. Henderson and Mr. Dyer's Target, 152lb.

Sir Paul's Glenmore Dahlia, 152lb. (Mr. Kirkpatrick)

Mr. Moonraker's Saver-nake, 155lb. (Mr. Vida)

Mr. Glendaye's Someman, 152lb. (Mr. Hill)

Mr. Henry Humphreys' Wee Mouse, 152lb. (Mr. Johnston)

Mr. B. D. Kapteyn's Louza, 155lb. (Mr. Crookam)

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS.

To Macao daily at 9 a.m. (Sundays at 8 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE
Sailing about end of March.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "BORNEO MARU"

Sailing on or about 10th February.

FOR JAVA.

S.S. "RIOMUN MARU"

Sailing on or about 20th February.

OCEAN TRANSPORT Co., Ltd.

(TAIYU KAIUN KAISHA.)

Steamship Services: Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA
in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and
Port Said.

ATLAS MARU Sunday, 15th February.

GENOA & BOMBAY—Monthly service. Taking cargo on through
Bills of Lading with transshipment at Bombay to Co.'s steamer.BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

CANADA MARU Wednesday, 3rd March.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

IMDUS MARU End of February.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly
service.

UNNAN MARU Monday, 16th February.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

MADRAS MARU Sunday, 12nd February.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,
Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU Wednesday, 25th February.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon passengers and
will arrive at and depart from the O.S.K. wharf near the
Harbour Office.

AMAKUSA MARU Sunday, 15th February.

TAKAO via SWATOW and AMOY.

SOSU MARU Thursday, 19th February.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two S'pore and two Hongkong
ships of 200 feet long.
Town Office: 54, Queen's Road, Central, Hongkong. Telephone No. 409.
Shipyard: Shing-Sai-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.
Hongkong, April 1, 1914.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAN FRANCISCO
CHEFOO AND TIENTSIN Feb. 15, at 11 a.m.
SHANGHAI AND TIENTSIN Feb. 15, at 11 a.m.
SWATOW & BANGKOK Feb. 15, at 9 a.m.
SHANGHAI & PUKOW Feb. 17, at Noon.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, amidehips, Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woonung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

Telephone No. 24.

BUTTERFIELD & SWIRE,
AGENTS.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CROSBY" About February 23.
"WHITLAND" About February 27.
"ENDICOTT" About March 19.

For PORTLAND direct.

"MONTAGUE" About February 21.
"ABERCOR" About March 5.
Through Bills of Lading Issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

MIDDLE FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

SECOND-HALF FEBRUARY.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephones 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD.

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephones 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.



SAN FRANCISCO LINE.

SHANGHAI, HONOLULU, SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.
KOREA MARU 22,000 28th February.
TENYO MARU 22,000 11th March.
SEIYU MARU 22,000 1st April.
SIBERIA MARU 22,000 1st April (from Yokohama).
*PERSIA MARU 22,000 19th April.
* From Kobe. * Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, VALPARAISO,
CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.
ANTO MARU 18,000 March 12th.
SEIYU MARU 18,000 May 1st.
SEIYU MARU 18,000 July 15th.
Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—T. DAIGO, MANAGER,
King's Building.
Telephones 2574 and 2575.

SHIPPING

C. P. C.
CANADIAN PACIFIC

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

STEAMERS	FROM	DATE
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 23	Apr. 17
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 28
Empress of Russia	May 6	May 24
Empress of Japan	May 16	June 13
Empress of Asia	June 3	June 21
Monteagle	June 4	June 22
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 18
Monteagle	Aug. 5	Aug. 29

Passage Rates Hongkong to United Kingdom.

EMPEROR OF RUSSIA	EMPEROR OF JAPAN
18,800 Tons Reg.	Gold 6,000 Tons Reg.
18,800 Tons Reg.	\$853.00 MONTAGUE
18,800 Tons Reg.	6,163 Tons Reg.

Rates and sailings subject to change without notice.

For Rates and other information please apply to

HONGKONG OFFICE.

Telephone 124. Cable address: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in State-rooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

SAILING: CAPTAIN LEAVING: CAPTAIN LEAVING:
HAICHING Capt. A. H. Stewart FRIDAY, 13th February at 1 p.m.
QUINNEBAUG Capt. Medina TUESDAY, 17th February at Noon.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (10,000 tons) "NILE" (11,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

March 23rd, 1920. March 2nd, 1920.

AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, 106 Horse Street. Tel. 1334.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

S.S. "SUVERIO" via Panama. February 10.

FOR BOSTON & NEW YORK.

S.S. "LUCERIO" via Suez. March 25.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGERS AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED:For STEAMERS: LONDON, LONDON AND ROTTERDAM "MATOPO" 14th February.
Subject to change without notice. "SWAZI" 14th March.

Or to HIES & Co., Captain.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

STEAMERS	DATE
"ARISTO"	via Suez 20th February.
"ANTHOCUS"	via Suez 1st March.
"CHARLTONHALL"	via Suez 20th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON. HIES & CO. CANTON.

ELECTRIC PROPULSION
OF MERCHANT SHIPS.

Unquestionably the idea of employing an electric drive between the main engine and propeller of a ship has made some advance in the last few years. Progress has been not only in actual application, but also in the growth of a more tolerant general attitude towards the idea. Much of the credit for this advance must be given to Mr. W. L. R. Emmet both in virtue of his advocacy of the method and also of his connection with the successful applications which have been made in the cases of the U.S. collier Jupiter and the U.S. battleship New Mexico. At the November meetings of the Society of Naval Architects and Marine Engineers in New York, Mr. Emmet read a further paper on the subject, concerning himself with a consideration of electric propulsion from the point of view of the merchant ship. A comparison was instituted between a standard triple-expansion engine drive and a turbo-electric equipment for a 8,800 dead-weight ton ship, 424 ft. long and 54 ft. beam, and with a speed of 11.5 knots. The shaft horsepower was taken as 2,500 and the propeller speed as 100 r.p.m. On such a ship it was claimed that the electric drive would result in an increased cargo space of 12,000 cu. ft., or nearly 3 per cent. of the total capacity of the ship, and that the saving in weight of machinery and shafting would amount to about 69 tons. With 200 lb. steam pressure, 200 deg. Fahr. superheat and a vacuum of 28.5 in., it was stated that the fuel consumption for all purposes would be 30 per cent. less in the electric ship than in a normal triple-expansion ship. Even if the reciprocating set used similar superheat, the electric equipment would still show 20 per cent. economy. Mr. Emmet made no direct comparison between his electric ship and a similar one equipped with a turbine drive and reduction gearing, but dealing with the reliability of the electric drive compared the reliability of gearing unfavourably with it. He stated that there had been many failures with double reduction gears, and that there seems to be no type of gearing with which trouble has not been experienced after long service in cargo vessels. Against this Mr. Emmet stated that "a study of the records and uses of such electrical apparatus as is applied in this case will show that the equipment is less liable to interruption of service than any other form of single-screw equipment which is applied to vessels." In view of known facts this appears to be hardly fair. According to the figures given by Mr. R. J. Walker in his British Association paper of last September, total shaft horsepower of marine geared turbine installations is now about 11,000,000. That defects have developed in some of the ships which go to make up this total is very probable, but with this weight of practical experience which on the whole has proved a great success, it can hardly be seriously contended that a hypothetical electric drive based on the facts of its greater reliability. The electric ship has as yet been built on such a small scale that we would not like at present to compare its reliability in practical everyday service with that of gearing. The geared ship has made its case, and it is open to the electric ship to do the same, but the effective way to do it is not to depreciate its rivals.—Engineering.

NOTICES TO CONSIGNEES

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SEATTLE

THE Steamship.

"WEST JENA,"
having arrived from Seattle, via ports, on Feb. 10, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on February 17, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns; and cargo undelivered on and after February 17, 1920, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

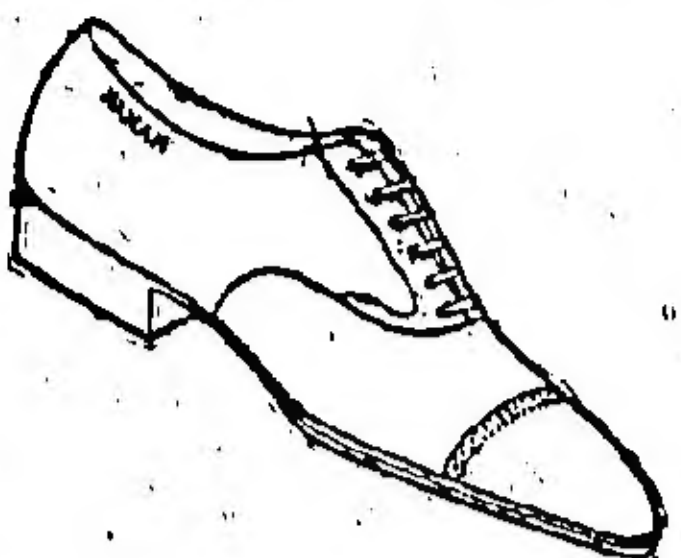
Agents.

1st Floor, Powell's Building.

12, Des Voeux Road, Central.

Hongkong, February 10, 1920.

HANAN SHOES



Combine the best materials and good workmanship with perfect fit and comfort.

WE HAVE A SHOE FOR EVERY FOOT.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

HONGKONG JOCKEY CLUB.

(Continued from Page 5.)

6.—THE LUSITANO CUP.—Presented by the Members of the Club Lusitano, with \$400 added to the winner. For China Ponies bond side Griffins on date of entry, second to receive \$200; third \$100. Weight for inches as per scale. (Jockey allowance.) Winners 7 lb. extra. (Subscription Griffins of both Classes of this season 1919-1920—winners no penalty, non-winners allowed 7 lb.). Entrance \$10. One mile.

Part-mutuel:—
Winner, \$ 6.70
Places—1st \$ 6.00
2nd \$ 7.90
3rd

Cash Sweeps—
Ticket No. 519 1st \$ 2,005
" 563 2nd \$ 573
" 6 3rd \$ 285

Unplaced ponies and Commission \$ 565
Total \$ 3,430

Unplaced ponies, \$25.00 each, ticket Nos. 519, 149, 6, 543, 563.
Mr. John Peel's Plain John, 152lb. (Mr. Johnstone) 1
Sir Paul's Dunmore Dahlia, 152lb. (Mr. Vidal) 2
Messrs. Dowbiggin and Sandes' Islesman, 152lb. (Mr. Seith) 3
Mr. Dynasty's King Alfred, 152lb. (Mr. Reid) 0
Sir Ellis Kadoorie's Algerian Chief, 152lb. (Mr. Bremner) 0

Off at 3.30. A good start King Alfred taking the lead followed by Plain John and Algerian Chief. Past the football stand Algerian Chief took the lead from King Alfred. Islesman coming up into third place with Vidal on Dunmore Dahlia last. Past the rock the ponies were bunched. Rebounding the head King John took the lead closely followed by Dunmore Dahlia, Islesman dropping into fourth place. Entering the horse straight a hard fight took place between Dunmore Dahlia and King John the ponies running neck and neck; Islesman coming strongly in third position. A fine race took place at the finish between Vidal and both ponies going well away from the field and Johnstone the latter winning by a length and a half from Vidal with Islesman many lengths behind third.
Time 2.09 2/5.

7.—THE FOCHOW CUP.—Winner \$600; second \$200; third \$100. Handicap for all China Ponies that have run at any Official or Gymkhana Meeting. Entrance \$10. One mile and a half.

Part-mutuel:—
Winner, \$ 12.00
Places—1st \$ 6.50
2nd \$ 7.50
3rd

Cash Sweeps—
Ticket No. 238 1st \$ 2,023
" 564 2nd \$ 578
" 4 3rd \$ 289

Unplaced ponies and Commission \$ 570
Total \$ 3,460

Unplaced ponies, \$25.00 each, ticket Nos. 564, 342, 238, 187, 11.
Mr. G. H. Potts' Mighty King, 160lb. (Mr. Hill) 1
Mr. John Peel's Colinton, 155lb. (Mr. Johnstone) 2
Sir Paul's Eclipse Dahlia (late Irons), 150lb. (Mr. Vidal) 3
Mr. Goshead's Scotchbox (late Nativeland), 140lb. (Mr. Kirkpatrick) 0
Mr. Logor's Red Robe, 149lb. (Mr. Bremner) 0

Off at 4 o'clock. A good start Scotch Box taking the lead but being displaced by Colinton followed by Red Robe, Vidal on Eclipse Dahlia lying last. The same order for the first time round the village bend Colinton increasing his lead by three lengths and passed the judges' box first, Mighty King taking second place, Red Robe third, Eclipse Dahlia fourth and Scotch Box last. The same order was maintained up to the rock. Colinton further increasing the lead and Mighty King still holding second place. Entering the home straight Hill displayed wonderful jockeyship; he challenged the leader and rode a splendid race-winning by a length and a half from Colinton, Eclipse Dahlia being half a length behind, third. The spectators were most enthusiastic over the manner in which Hill won the race and the consensus of opinion was that such a fine exhibition of jockeyship has rarely been witnessed in Hongkong.
Time 3.23 1/5. (14 seconds over record time.)

8.—THE ROYAL NAVY CUP.—Presented by the Officers of H.M.'s Navy, with \$400 added to the winner; second \$200; third \$100. For China Ponies, Horse Bazaar Subscription Griffins of any season. Weight for inches as per scale. Winners at any meeting of one race 7 lb. extra. Penalties accumulative. (Jockey allowance.) Entrance \$10. From the Two Mile Post Once round and in.

Part-mutuel:—
Winner, \$ 14.10
Places—1st \$ 8.30
2nd \$ 14.60
3rd \$ 11.20
Dead Heat \$ 14.90

Cash Sweeps—
Ticket No. 332 1st \$ 19.26
" 461 2nd \$ 550
" 628 3rd \$ 137
" 498 3rd \$ 137

Unplaced ponies and Commission \$ 870
Total \$ 3,620

Refreshing the Skin

A most refreshing health-pleasure and toilet ideal, combining and benefiting the skin, is daily enjoyed by use of the "Albion Milk and Sulphur Soap".

"I like the 'Albion and Sulphur Soap' very much. It is pleasant to use and whitens and softens the skin."

Lady G. Holbert-Hampden writes:

"The 'Albion Milk and Sulphur Soap' is an extremely pleasant Soap, and I prefer it to any other I have ever used."

Sold by Chemists, Grocers, Stores, &c. Why not try a tablet of it?

"ALBION MILK AND SULPHUR SOAP."

Unplaced ponies, \$25.00 each, ticket Nos. 165, 184, 436, 649, 43, 664, 583, 93, 504, 498, 628, 332, 455, 502, 501, 41, 621.

Mr. C. H. P. Hay's Brutus, 162lb. (Mr. Hill) 1
Mr. Ritchfield's Ludlow, 162lb. (Mr. Doyle) 2

Messrs. C. G. M. & G. H. W.'s Pawnshop, 155lb. (Mr. Bremner) 3
Mr. Billiards' Cannon, 155lb. (Mr. E. Elias) 0

Mr. C. H. P. Hay's Onello, 152lb. (Mr. Vidal) 0
Messrs. Dowbiggin and Sandes' Clansman, 150lb. (Mr. Cannan) 0

Mr. Dryasdust's Shiny, 155lb. (Mr. Crokam) 0
Mr. Fisherman's Kipper, 155lb. (Mr. Seth) 0

Mr. Glenday's Seaman, 149lb. (Mr. Johnstone) 0
Mr. Jay Pee's Orion, 155lb. (Mr. Kirkpatrick) 0

Mr. G. C. Moxon's Consternation, 152lb. (Mr. Reid) 0
Sir Paul's Claymore Dahlia, 152lb. (Mr. Vidal) 0

Mr. John Peel's Buck Up, 155lb. (Mr. Bell Irving) 0
Mr. Soares' Mammy's Child, 152lb. (Mr. Dalgarno) 0

Messrs. Sousa and Basto's Tazan, 147lb. (Mr. Souza) 0
Mr. Staves' Wakelord, 150lb. (Mr. Grimstone) 0

Mr. Walecorn's Trevelyan, 152lb. (Mr. Sutton) 0
* Dead heat.

Off at 4.37. Seventeen runners went to the starting post, constituting one of the biggest fields at the meeting so far. After a false start the ponies got away in a bunch and Orhelo took first, second and third place respectively. The same order was maintained round the course into the home straight when Brutus and Ludlow went to the fore and raced neck and neck right down to the winning post. Brutus winning by a neck only. Pawnshop and Orhelo were three lengths behind coming in a dead heat for third place.
Time 2.26 4/5.

9.—THE "BLACK ROCK" STAKES.—Winner \$800; second \$200; third \$100. For China Ponies bond side Griffins on date of entry. Weight for inches as per scale. Winners of one race (other than a race confined to Subscription Griffins of either Class) 5 lb. extra. Entrance \$10. One mile and a quarter.

Part-mutuel:—
Winner, \$ 7.90
Places—1st \$ 6.20
2nd \$ 10.00
3rd \$ 7.20

Cash Sweeps—
Ticket No. 387 1st \$ 1,845
" 306 2nd \$ 527
" 29 3rd \$ 263

Unplaced ponies and Commission \$ 585
Total \$ 3,220

Unplaced ponies, \$25.00 each, ticket Nos. 7, 306, 381, 29, 398, 394, 164.

Mr. Soares' Spoilt Child, 155lb. (Mr. Dalgarno) 1
Mr. John Peel's High Tide, 155lb. (Mr. Johnstone) 2

Sir Paul's Conqueror Dahlia, 155lb. (Mr. Vidal) 3
Messrs. Dowbiggin and Sandes' Talisman, 152lb. (Mr. Bremner) 0

Mr. Dryasdust's Wilkins Micawber, 155lb. (Mr. Crokam) 0
Sir Ellis Kadoorie's Kandy Chief, 152lb. (Mr. Seth) 0

Mr. Logor's The Farmer, 152lb. (Mr. Hill) 0

Off at 5.05. The ponies went down the straight the first time in a bunch. The first past the judges' box was Wilkins Micawber followed by Spoilt Child and High Tide, the rest following in a bunch together. The same order passed the football stand. Nearing the rock Wilkins Micawber increased the lead from Spoilt Child with High Tide third and The Farmer fourth. Round the bend into the straight Wilkins Micawber was unable to maintain the pace, and gave way to Spoilt Child, Conqueror Dahlia coming out from the bunch. Spoilt Child and High Tide racing neck and neck right up to the post, Spoilt Child managed to win by a neck. Conqueror a length behind, third. Wilkins Micawber was out of the race.
Time 2.49 1/5.

10.—THE GYMKHANA CLUB CUP.—Presented by the Members of the Gymkhana Club. Value \$600 to the winner; second to receive \$200; third \$100. For all China Ponies that have started for races in at least two Gymkhanas during 1919 season and Horse Bazaar Subscription Griffins of this season 1919-1920. Weight 10 st. 5 lb. Winners of any race other than a race confined to Subscription Griffins race 2 lb. extra; Subscription Griffins of this season 1919-1920 allowed 7 lb. Winners at this meeting barred. (Jockey allowance.) Allowances accumulative. Entrance \$5. Three quarters of a mile.

Part-mutuel:—
Winner, \$ 49.00
Places—1st \$ 12.50
2nd \$ 15.10
3rd \$ 8.70

Cash Sweeps—
Ticket No. 55 1st \$ 1,797.00
" 424 2nd \$ 513.00
" 203 3rd \$ 256.00

Unplaced ponies and Commission \$ 749.00
Total \$ 3,315.00

Unplaced ponies, \$25.00 each, ticket Nos. 583, 470, 288, 380, 18, 52, 506, 55, 613, 479, 424, 657, 206.

Mr. Horsford's Malcolm, 155lb. (Mr. Bremner) 1
Mr. D. M. Ross's Pink Eye, 149lb. (Mr. Sutton) 2

Mr. Dryasdust's Salamander, 148lb. (Mr. Crokam) 3
Mr. E. Des Voeux's Gentle Cat, 150lb. (Mr. Hill) 0

Mr. Four of a Kind's Murphy, 153lb. (Mr. Dalgarno) 0
Messrs. G. and G.'s Trumpet, 147lb. (Mr. Doyle) 0

Mr. Goshead's Snuffbox, 150lb. (Mr. Bell Irving) 0
Mr. Law-Merchant's Black Prince (late Dusky), 143lb. (Mr. Cannan) 0

Mr. John Peel's Burning Daylight, 155lb. (Mr. Johnstone) 0
Mr. Ritchfield's Craigmount, 148lb. (Mr. Elias) 0

Mr. Sains' St. Chad, 146lb. (Mr. Grimstone) 0
Mr. Soares' Lovejoy (late American Chief), 148lb. (Mr. Soares) 0

Mr. Walecorn's Trevelyan, 141lb. (Mr. Kirkpatrick) 0

Off at 5.37. A bad start, Craigmount taking the lead followed by the rest of the field in a bunch; the same order was maintained all the way round. Entering the home straight Salamander came out taking first place from Craigmount; but Malcolm and Pink Eye on the rail were riding hard taking first and second place, leaving Salamander on the outside, third. Malcolm being well ridden by Bremner forged ahead from Pink Eye and won by a length and a half. Salamander half a length behind, third. The race to distance post was any body's.
Time 1.35 1/5.

11.—THE PEKING PLATE.—Winner \$600; second \$200; third \$100. For "Larson" Subscription Griffins. Weight for inches as per scale. Winner of 11th Race on 1st Day 10 lb. extra. (Jockey allowance.) Entrance \$10. One mile.

Part-mutuel:—
Winner, \$ 10.90
Places—1st \$ 6.40
2nd \$ 12.40
3rd \$ 7.60

Cash Sweeps—
Ticket No. 256 1st \$ 1,871.00
" 255 2nd \$ 534.00
" 209 3rd \$ 267.00

Unplaced ponies and Commission \$ 708.00
Total \$ 3,380.00

Unplaced ponies, \$25.00 each, ticket Nos. 255, 531, 344, 189, 58, 391, 309, 255, 496, 575, 234.

Sir Paul's Primrose Dahlia, 152lb. (Mr. Vidal) 1
Mr. Medico's Holborn, 152lb. (Mr. Sutton) 2

Messrs. Gay Birds' Sandmartin, 158lb. (Mr. Kirkpatrick) 3
Mr. Allsore's Rab, 155lb. (Mr. Dalgarno) 0

Mr. Dynasty's King Bruce, 155lb. (Mr. Johnstone) 0
Messrs. G. and G.'s Corner, 155lb. (Mr. Seth) 0

Sir Paul's Scotia Dahlia, 155lb. (Mr. Crokam) 0
Messrs. Sousa and Basto's Cameo, 150lb. (Mr. Soares) 0

Mr. Staves' Nuford, 158lb. (Mr. Way) 0
Mr. Staves' Dunford, 152lb. (Mr. Bremner) 0

SPECIAL CABLES

NEWS FOR WHICH THE WORLD HAS WAITED.

[CHINA MAIL SPECIAL.] SHANGHAI, Feb. 12.

A Chinese coolie was sentenced to ten years' imprisonment by the Mixed Court for killing another coolie during a squabble over unloading a cargo of oranges. He made a savage attack with a bar-hook.

LITIGATION OVER RACE SWEEP.

QUEER CASE AT SHANGHAI.

[CHINA MAIL SPECIAL.] SHANGHAI, Feb. 12.

The French Mixed Court has dismissed the action in which a Chinese amah sought to recover half the Champions' sweepstake won by another amah. She alleged there was an agreement. The case disclosed that a witness had been bribed to give evidence in plaintiff's favour.

DEATH OF M. DUPUY.

OWNER OF "PETIT PARISIEN."

M. Jean Dupuy, proprietor of the *Petit Parisien* and other French publications, a Senator and ex-Minister, died on Jan. 1 at his Paris residence in the Rue Scriba, aged 75. He had been ill for some time.

He was a prominent political figure and wielded a lot of power, though of late years he had not taken an active personal share in politics. He last held a post in the Cabinet when President Poincaré was Premier. He was then Minister of Public Works. For a brief period during the war he was Secretary of State without portfolio. He took an interest in agriculture, especially vine-growing, and his estates in the south of France were models of their kind.

His son, Paul Dupuy, for the last few years helped his father in the management of his great newspaper, which has the largest circulation in France. His second son, Pierre, has held office in the French Government, and is deputy for a country seat in the Department of Gironde.

M. Dupuy was also owner of a large paper works at Nanterre, near Paris. These works supplied his papers.

HUNTED SOLDIER OF FORTUNE.

Soldier of fortune and complete adventurer, wanted by the British police since 1916, Fritz Joubert Duquesne has sent a message to the United States from Breda, Holland. This is the first news of him since his escape from Bellevue Prison here on May 26, after he had feigned paralysis in a marvellous manner for 7 months to avoid being surrendered to the British police on a charge of murder and piracy at sea.

Duquesne is a nephew of the Boer general. After fighting against the Kaffirs and Matabeles in his early years, he went to Belgium for training and later fought in the Boer ranks.

He was captured by the British, but escaped, and was next heard of when Secret Service men arrested him at a banquet to Lord Kitchener at Capetown. Condemned to death, he secured a reprieve by offering to translate a secret Boer code. He was sent to an internment camp in the Bahamas, whence he escaped by jumping off a cliff and swimming through shark-infested waters.

He led a vagabond life among the beachcombers till the hue and cry died down, when he started again in his career as a gentleman of fortune. He sailed for England from South America in the steamer "Tennyson," and he blew up the ship.

He was arrested in New York and placed in Bellevue Prison, whence he effected another spectacular escape.

Messrs. Thomas and Ross's Georgie-Mac, 152lb. (Mr. Doyle) 0

Off at 6.05. After a good start Scotia Dahlia took the lead followed by Holborn and Sand Martin. The field then was strung out Scotia Dahlia increasing his lead by many lengths from Holborn with Sand Martin about the same distance behind, third; Vidal lying fourth. The same order was maintained to the village bend when Vidal on Primrose Dahlia on the rails displaced the leader and was closely followed by Holborn and Sand Martin. Into the home straight Vidal came out well ahead and won easily by two lengths, from Holborn, Sand Martin a length behind.

Time 2.09 4/5.

NOTICES.

DAIRY FARM NEWS.

FISH FISH
FINNAN HADDOCK
FILLET HADDOCK
KIPPERS

AND

SALT SIBERIAN SALMON
NEW SHIPMENT JUST RECEIVED.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

GOOD VALUE

IN
STATIONERY GOODS
AT

WHITEAWAY'S

TURNER LINEN STATIONERY

Boxes of Stationery containing 50 Sheets of blue linen paper with 50 envelopes to match
\$1.25 Box.

Turner Linen Memorandum Pads in white or blue. Size 4 1/2 x 7 1/2 inches.
60 cents Pad.

Turner Linen Writing Pads. Full size in white only. Size 9 x 7 inches.
\$1.00 Pad.

Turner Linen Envelopes, in blue only.
\$1.00 hundred.

The "WAYLOO" Cambric Writing Pad, containing 100 sheets of fine faint ruled Paper. White only. Excellent Value 90 cts. a Pad.

The "BEATRICE" Pad. 75 sheets of fine lined faced Bank paper. With Blotter.
60 cts. a Pad.

The "RIGHT AWAY" Pad. Large Post Quarto White Wave Paper, ruled faint with Blotting Paper complete. 30 cts. a Pad.

The "GALA TEA" Box of Stationery, containing 50 sheet Cream laid paper with Envelopes to match.
\$1.50 Box.

"BANKERS" Indelible Ink Powders. Acid proof. Waterproof and fadeproof. Sufficient powder to make a Quart of ink.
90 cts.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road, Central, Hongkong.

ROUND THE ISLAND OF HONGKONG

BY
THE BREEZY GARAGE MOTOR CARS

AT
THE SPECIAL REDUCTION PRICE

(ONLY ONE ROUND, NO STOP ON THE JOURNEY.)

Chandler 7 passenger Car - \$12.00

Hudson 7 passenger Car - \$12.00

Oakland 5 passenger Car - \$ 8.00

BREEZY GARAGE Phone 2499

(opposite Central Market)

BEAUCH DEPOT Phone 3473

(opposite The Sun Co.)

HERRING-HALL-MARVIN SAFE

MUSTARD & CO.

THE STANDARD SAFE OF AMERICA.

Tel. No. 1186.

ISLAND OF PARADISE.

MAN FRIDAY'S DELECTABLE HOME AMONG THE BIRDS.

A pretty romance of a desert island, known to very few people, is recalled by the departure of Mr. Wilfrid Frost to the Malay Archipelago to find birds and beasts for the London Zoo, says the *Evening Standard* of December 13.

There lies, off Trinidad, a small green island in the turquoise sea, called Lesser Tobago. It is the ideal blue lagoon island of romance. The few people who ever visit know it as "the Isle of the Birds of Paradise."

They are surprised to see that the only human being on the island is Man Friday without his Crusoe. He is an old negro man and he lives with hundreds of rare Birds of Paradise, who flutter their orange gold and emerald green feathers in the tall palm trees of this little Eden.

Everything that is a danger to these beautiful birds is banished from the island, and there they live, build their nests, rear their young, flourish and multiply exceedingly, as they might have done in the golden age.

For this little romance of natural history the world is indebted to Sir William Ingram, who just before the war conceived the idea of preserving the most beautiful species of Birds of Paradise which were in danger of extinction. He accordingly looked about for a desert island where they could live in an absolutely wild state free from all danger. Lesser Tobago—an island 400 to 500 acres—exactly answered the requirements.

Then he sought the services of Mr. Wilfrid Frost, well known to all collectors and naturalists, with the result that Mr. Frost departed to the tropics with orders to snare as many Birds of Paradise as he could. He was lucky and cunning in his hunting, with the result that about 40 birds were set free upon the island and placed in charge of an old negro.

The latest reports state that the Island of Paradise is flourishing, and that the population is steadily upon the increase.

HONGKONG STOCK EXCHANGE.

HONGKONG, 10th FEBRUARY, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Sterling Exchange 6/8 T. T.

Hongkong Bank, — \$500 n.

MARINE INSURANCE.

Canton Ins. — \$380 n.

North China Ins. — \$180 n.

Union Ins. — \$170 n.

Yangtze Ins. — \$260 n.

Far Eastern — \$210 n.

FIRE INSURANCE.

China Fire Ins. — \$138 n.

Hongkong Fire Ins. — \$307 n.

SUGARS.

Douglas — \$89 s.

H.K. Steamships — \$21 s.

Indo-China (Prof.) — \$20 n.

Do (Def.) — \$20 n.

Shell Transport — \$270 s.

Star Ferries — \$23 s.

RUBBER.

China Sugars — \$301 n.

Malayan Sugars — \$47 s. 6m. div.

MINE.

Kallan Mining Adm. — \$40 s.

Langkai — \$14 n.

Shai Explorations — \$1 n.

Rauhe — \$1 n.

Trench Mines — \$40 s.

Ural Osmians — \$20 s.

DOCKS, WHARVES, COWARDS, &c.

H. & E. Wharves — \$1 b. ex div.

H. & W. Docks — \$145 b. 140 s.

Shai Docks — \$100 n.

New Engineering — \$23 b.

LANDS, HOMES & BUILDINGS.

Central Estates — \$107 s.

Hongkong Hotels — \$116 n.

Hongkong Lands — \$104 n.

Hampshire — \$17 n.

Rowland Land — \$10 n.

Land Reclamations — \$13 n.

West Point — \$68 n.

COTTON MILLS.

Evo-Cottons — \$480 n.

Kung Yik — \$46 n.

Leon Kung Mow — \$300 n.

Oriental — \$300 n.

Shanghai Cottons — \$315 n.

Yangtze — \$32 n.

MISCELLANEOUS.

Coments — \$6.41 b.

China-Bornes — \$17 n.

China Lights Old 7 & New 35 b.

China-Providents — \$7.70 n.

Dairy Farms — \$20 b. 22 s.

H.K. Electric — \$88 n.

Masco 110 — \$34 n.

Hongkong Ropes — \$27 s.

H.K. Tramways — \$7 s.

Pack Tramways (Old) — \$7 s.

do. — \$80 n.

Steam Laundries — \$34 b.

H.K. Steel Foundry — \$10 n.

Water-works — \$10 b. ex div.

Watsons — \$51 n.

Wm. Powells — \$12 b.

Witman — \$27 b.

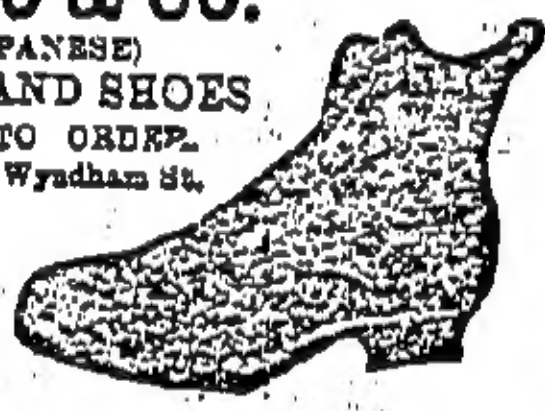
TAIYO & CO.

JAPANESE

BOOTS AND SHOES

MADE TO ORDER

No. 14, Wyndham St.



BANKS.

ASIA BANKING CORPORATION HONGKONG.

Announces that the Italian Government Treasury have appointed them Fiscal Agents in China to offer

ITALIAN GOVERNMENT 5% CONSOLIDATED LOAN

Subscriptions open until March 10th for these bonds, issuing price Lire 87.50 plus interest.

HEAD OFFICE:
NEW YORK.

OTHER BRANCHES:
in
SHANGHAI HANKOW TIENTSIN
PEKING MANILA CANTON
CHANGSHA

EXCHANGE.

Hongkong, February 12, 1920.

On London — 6/8 1/2

Bank, Wire — 6/8 1/2

On demand — 6/8 1/2

30 days sight — 6/8 1/2

4 months sight — 6/8 1/2

Documentary 4 months sight — 6/8 1/2

On Paris — 1555

On demand — 1555

Credit, 4 months sight — 1555

On New York — 89 1/2

On demand — 89 1/2

Credit, 60 days sight — 100 1/2

On Bombay — 214 1/2

On demand — 214 1/2

On Calcutta — 214 1/2

On demand — 214 1/2

On Singapore — 256 1/2

On demand — 256 1/2

On Manila — 201 1/2

On demand — 201 1/2

On Shanghai — 210

On demand — 210

On Yokohama — 210

On demand — 210

Gold, 100 fine (per ton) — 23.40

Silver (per oz.) — 89 1/2

Silver (per oz.) — 89 1/2

SUNDRIAL COINS.

Hongkong 50 cents sub. — 10 1/2 pm.

do. — 10 1/2 pm.

do. (New) — 10 1/2 pm.

Chinese coins — 11 1/2 pm.

Bar Silver in Hongkong — 27 1/2 pm.

Chinese Copper Cash — 5 1/2 pm.

Chinese Copper Cash — 5 1/2 pm.

Rate of Native Interest — 7 1/2 p.a.

Chinese Sub. Coin — 4 1/2 pm.

Hongkong Sub. Coin — 1 1/2 pm.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up — \$1,250,000.)

Loans on Mortgage of Real Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

ATTORNEYS: M. J. UNDERWOOD AND ASSOCIATES.

(Rate and Particulars on application)

To the Office of

SHEWAN, TOMES & CO.,

General Managers.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:

Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY, Chief Manager.

Hongkong, January 3, 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 100 Queen's Road, Central.

Branches: Kowloon, Canton.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at Rates 3%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. CHANG LY, Manager.

Hongkong, July 7, 1919.

NOTICE.

PEAR TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 4.00 p.m. Every 10 minutes.

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2.00 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 5.00 a.m. Every 10 minutes.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL — \$10,000,000
RESERVE FUND — \$2,150,000
STERLING — \$2,150,000
SILVER — \$2,150,000
RESERVE LIABILITY OF SHAREHOLDERS — \$11,000,000

COUNCIL OF DIRECTORS:
J. A. Flannery, Esq., Chairman.
Hon. Mr. E. V. D. Farr, Deputy Chairman.

J. W. O. Bonar, Esq., P. H. Holyoak, Esq.,
A. E. Compton, Esq., Hon. Mr. J. J.
Hon. Mr. S. E. Johnston,
Doddwell, W. L. Paterson, Esq.,
C. S. Gubbay, Esq., Ross Thomson, Esq.

CHIEF MANAGER:
Hongkong — N. J. STARR, Esq.

MANAGER:
Shanghai — A. G. STEPHEN, Esq.

LONDON BANKERS — LONDON COUNTY & WESTMINSTER & PRINCE'S BANK, LTD.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

N. J. STARR, Chief Manager.

Hongkong, May 26, 1919.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STARR, Chief Manager.

Hongkong, May 14, 1919.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK.)

AUTHORIZED CAPITAL — F. 250,000,000
PAID-UP CAPITAL — F. 100,000,000
RESERVE FUND — F. 70,000,000
SPECIAL RESERVE — F. 25,000,000

Chairman of the Board — André Berthelot.
General Manager — A. J. Fournier.

HEAD OFFICE: 74 Rue Saint-Lazare, PARIS.

BRANCHES: CANTON, HONGKONG, SHANGHAI, TIENTSIN, HANKOW, MANILA, SINGAPORE, HANOI.

IN FRANCE: Société Générale pour l'Avance et le Développement du Commerce et de l'Industrie en France.

IN LONDON: London Joint City & Midland Bank, Ltd.

IN NEW YORK: Redmond & Co. Correspondents in the Old Commercial Centre of the World.

Telegraphic Address: CHINBANKING.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

YING WA COLLEGE.

ANNUAL DISTRIBUTION OF PRIZES.

The annual distribution of prizes to the students of the Ying Wa College was held this morning at the Y.M.C.A. hall, Dr. T. W. Pearce presided and the others present were the Hon. Dr. Claud Severn and Mr. E. Ralph.

After the reading of the report by the Headmaster the Chairman said:—

Dr. Severn, Ladies and Gentlemen, You have, Sir, done the Ying Wa College much honour in consenting to distribute the prizes this morning. Your presence will mark the occasion as a red letter day in the history of the College.

In these days of vast and far-reaching changes and movements in education we are all proud of the place that Hongkong is enabled to take through its University, its Colleges and its Schools in these movements believing as we do that they are destined to aid powerfully the advance of China to her place among the leading nations of the world.

Nor shall we cease to have in mind leaders of eminence in our Colony who have identified themselves so closely, persistently and successfully with its educational forces. This meeting rejoices at the recognition on the part of the University and I may add of its students, accorded you at the Congregation held recently.

Our Chinese friends present this morning will, I am sure, join with us to wish you long life for the full enjoyment of an honour so highly merited.

In connection with the Prize Distribution this morning it is proper to explain that the Ying Wa College is the child of a Chinese Independent Church. For a long period of years our relations as a mission, with this Church have been those of friends and advisers. We have no controlling power in Church administration apart from a basis of collegiality and comradeship in common service. Our position in relation to the Ying Wa College is determined by our wider and more comprehensive relations with the Chinese Church.

It is to the credit of the Church that it sought to establish the College as an adjunct to its pastoral and not less so to its evangelistic work for the Chinese.

At the same time we are encouraged to believe that the College is in the way to become a factor of value in local education. It has been working for six years under Mr. Hughes as Headmaster and I may say that the selection and appointment of Mr. Hughes to this post has commended itself to friends of the College and the Church as yet another proof of the wisdom and discernment which long experience has taught us to associate with our Board in London.

As you know, Sir, his tenure of office has been interrupted by absence on military duties in India. We believe, however, that this incident will continue in the retrospect to afford the Headmaster and the College no little satisfaction and that by reason of the experience gained in the service of his country he will be not a worse but a better Headmaster. The students of the College celebrate his going in a poem which I believe is still preserved, alike as a work of art and as a treasure of literature. I have reason to think that they also sang, sweetly and even drenched ecstatically, on his return to the duties of his post.

If the fact of Mr. Hughes' military service weighed with you in accepting as you have graciously done our invitation to distribute these prizes, we are the more appreciative of the sympathetic encouragement shown to us at the time and since by the Government through the Education Department in the work of the Ying Wa College.

I will now ask you to kindly distribute the prizes.

Dr. Severn addressing those present stated that he desired before presenting to present the prizes to say that he felt particularly honoured to have been asked to be present at the function because of the unique position which the college occupied. He was very grateful to Dr. Pearce for what he had said about him but he could assure him that the honour was not deserved from an educational standpoint, because everything had not been finally settled and because the schemes they had in view for the future were not ready to be set down. He hoped before long the co-ordination of education in the colony would reach such a stage that it would enable those who were really keen on education to withdraw the strictures which had hitherto been made on the encouragement of education in this colony by the Government. The college as he had learnt, had an excellent foundation in a part of the world which he knew very well. The great Dr. Morrison might be said to have founded it just at the time that the final occupation of Malacca by the British took place and when that great man Sir Stamford Raffles in the face of great opposition determined that Malacca should remain a British Possession and should not be handed back to its former owners. (Applause.) As he had learned the good ship built by Dr. Morrison the soundest and the best materials was reconditioned in Hongkong by Dr. Legge and after being put as it were into dock for many years was again reconditioned and found to be

EXCESS PROFIT DUTY AND PATENT ROYALTIES.

An important appeal concerning the liability of a recipient of royalties on patents for excess profit duty, was dealt with in the King's Bench Division of the High Court of Justice recently. The appellants were the commissioners of Inland Revenue and the respondent Mr. Charles T. B. Sangster, of Birmingham. The latter had during the year ending August 31, 1915, been in the receipt of royalties amounting to £14,145, on patents for a war appliance manufactured by a company named Decimals, Limited. Mr. Sangster was a director of the company, but the patent had not been sold to the company and remained his personal property. It was contended by the Commissioners of Inland Revenue that, under the circumstances, the sum received was rightly to be regarded as profit arising from a trade or business and consequently was subject to excess profit duty. Mr. Sangster had appealed against the assessment of the royalties, and the matter had been decided in his favour by the Commissioners for Special Purposes. The Commissioners for Inland Revenue had accordingly taken the case to the High Court. The matter was decided again in Mr. Sangster's favour. The Court ruling that the patents were to be looked upon as an investment which had been called into being by the respondent's past efforts. He had taken out a large number of patents, over 400 in all, and if he had made a practice of selling these patents it might have been contended that this constituted a business. He had not sold his patents, however, but had retained them and made money out of them by granting licences to use them. Unless it could be shown that the property called into existence by the patent was sold, there was no evidence of the carrying on of a business. The appeal was accordingly dismissed with costs.—*Engineering.*

A very fine triangle production in five parts entitled "Acquitted" is being shown at the Hongkong Theatre. The well-known film stars, Misses Bessie Love and Mary Alden play the leading roles. This film is an exceptionally interesting one and is well produced. Another film the "Mystery of Leaping Fish" calls for roars of laughter. For other items on the programme see the advertisement.

sound and fit for its work with the erection of certain new structures. Through the kindness of the Y.M.C.A. they had been able to use that hall and he hoped that it would not be long when they would be able to have a hall of their own (applause.) The boys had started an ambitious scheme to raise \$100,000 and that showed that they were conscious of their persuasive powers by the history of the college and the excellent scheme of work that the present headmaster had in view. In Mr. Hughes they had a really enthusiastic leader and he did not think that they need fear that they were not going to progress. If they were to progress they should have a prominent site and the best buildings that it was possible to produce. He had heard that so far there was one of the students who went to the University. He was not sure whether it was the student who was the solitary occupier of Morrison Hall at one time. They might remember that the boy ran away because he was lonely. Now Morrison Hall was nearly full and he hoped that it would be filled by the students of Ying Wa College. He could not imagine a better connecting link than from the college to Morrison hall just like the well-known link between public schools in England and the colleges at the Universities. The college had gone through a very difficult period but he thought that the school was extremely fortunate in having during that period two leaders like Dr. Pearce and Mr. Wells. He was sure that the school with such a splendid backing and with such an enthusiastic headmaster would become one of the most important educational institutes in the colony (Applause.)

The prizes were next distributed after which the students acted a scene from King John and a Chinese play. There were also a few recitations and songs.

PRIZE LIST.

Class I.—Yip Keung Ki passed the Matriculation.

Class II.—Cheung Kong Char, Au King, Tse Ping Kwan, San Si Chuen, passed the Junior Local Examination.

Class III.—1, Kong Wing Nin, 2, Yung Po Hang, 3, Ho Nai Kau.

Class IV.—1, Chan Pak Keung, 2, Fu Sai Sz, 3, Cheung Ping Kwai.

Class V.—1, Cheng Chan Kong, 2, Wong Fai Shung, 3, Cheung Ping Wa.

Class VI.—1, Pun Tse Hon, 2, Chan Chi Yan, 3, Wong Chor Woon.

Class VII.—1, Look Ying Tung, 2, Yung Kai Tsit, 3, Tang Chiu Yan.

Class VIII.—1, Chan Chi Fan, 2, Tam Yet Kuen, 3, Chiu Shin Kwong.

Attendance Prizes, Chung she Tai and Yung Kai Tsit.

Hughes Scholarship—Kong U. Wing.

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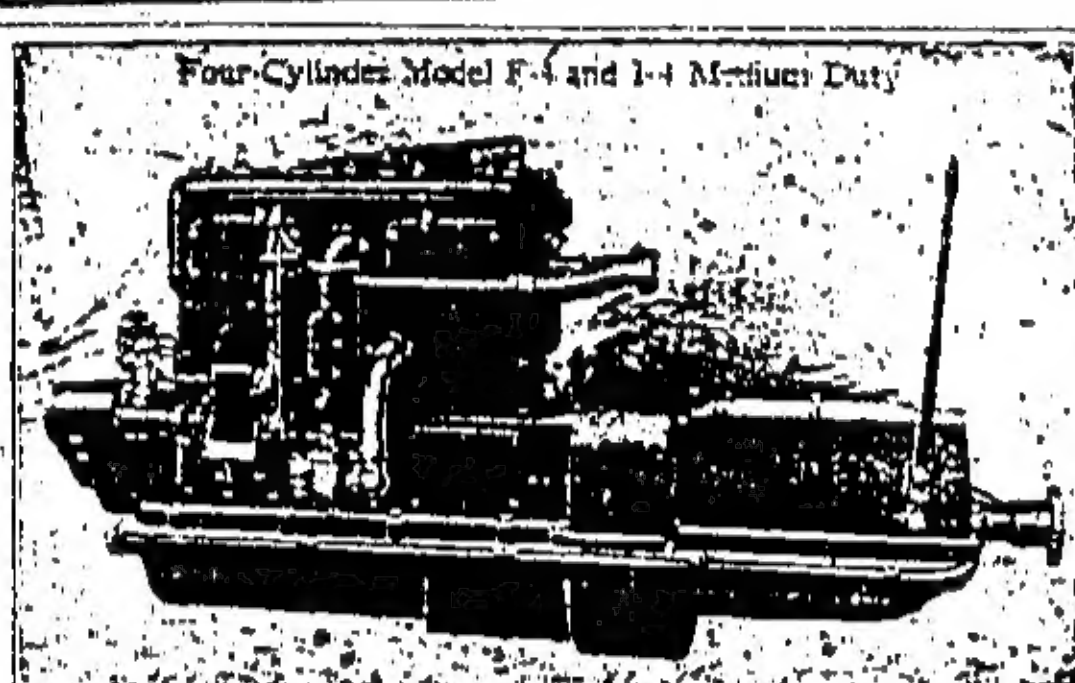
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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. KNIGHT COMPANION, due here Feb. 17 from Europe and sails for Japan, Feb. 18.

The s.s. TITAN, due here Feb. 17 from Europe and sails for Tsingtau via Japan, Feb. 18.

The s.s. JASON, due here Feb. 24 from Europe and sails for Shanghai and Japan, Feb. 25.

The s.s. PELEUS, due here Mar. 4 from Europe and sails for Tsingtau, Shanghai and Japan, Mar. 5.

The s.s. LAYCAON, due here Mar. 8 from Europe and sails for Shanghai and Japan, Mar. 9.

The s.s. MENTOR, due here Mar. 15 from Europe and sails for Shanghai and Japan, Mar. 16.

The s.s. KREMONA, due here Mar. 30 from Europe and sails for Tsingtau and Japan, Mar. 31.

The s.s. RHESUS, due here April 1 from Europe and sails for Shanghai and Japan, April 2.

The s.s. TELEMACHUS, due here April 5 from Europe and sails for Shanghai and Japan, April 6.

FROM AMERICA.

The s.s. TYNDAREUS, left Seattle Jan. 18 and is due here via Tsingtau, Yokohama, Kobe and Manila Feb. 25.

The s.s. IXTON, leaves Seattle Mar. 6 and is due here via Tsingtau, Yokohama, Kobe and Manila April 14.

FROM MANILA.

The s.s. TYNDAREUS, leaves Manila Feb. 29 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.

The s.s. PROTESILAUS, leaves Manila Jan. 31 and is due here Feb. 2, sailing for Seattle via Kobe and Yokohama Feb. 14.

FROM JAPAN.

The s.s. LAOMEDON, leaves Yokohama Feb. 7 and is due here via Kobe and Shanghai Feb. 23, sailing for London via Singapore Feb. 24.

The s.s. HYSON, leaves Yokohama Feb. 23 and is due here Mar. 15, sailing for London via Singapore Mar. 16.

The s.s. LYCAON, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai Apr. 12, sailing for London via Singapore Apr. 13.

The s.s. MENTOR, leaves Yokohama Apr. 10 and is due here via Kobe and Shanghai Apr. 25, sailing for London via Singapore Apr. 26.

The s.s. RHESUS, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10, sailing for London May 11.

The s.s. CYCLOPS, leaves Yokohama Mar. 8 and is due here via Kobe Mar. 23, sailing for Liverpool via Singapore Mar. 24.

The s.s. KNIGHT COMPANION, leaves Yokohama Mar. 13 and is due here via Kobe Mar. 27, sailing for Liverpool via Singapore Mar. 28.

The s.s. TITAN, leaves Yokohama Mar. 21 and is due here Apr. 5, sailing for Liverpool via Singapore Apr. 6.

The s.s. PELEUS, leaves Yokohama Apr. 1 and is due here via Shanghai Apr. 15, sailing for Liverpool via Singapore Apr. 17.

FROM SHANGHAI.

The s.s. ELLENOR, leaves Shanghai Feb. 12 and is due here Feb. 15, sailing for London via Singapore Feb. 17.

The s.s. PYRRHUS, leaves Shanghai Feb. 20 and is due here Mar. 2, sailing for London via Singapore Mar. 3.

The s.s. EURYPIUS, leaves Shanghai Feb. 25 and is due here Feb. 28, sailing for Liverpool via Singapore Feb. 30.

The s.s. ORESTES, leaves Shanghai Feb. 1 and is due here Feb. 4, sailing for Liverpool via Singapore Feb. 6.

The s.s. DANIA, leaves Shanghai Feb. 12 and is due here Feb. 15, sailing for Liverpool via Singapore Feb. 16.

The s.s. HECTOR, leaves Shanghai Mar. 18 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.

MOVEMENTS OF STEAMERS.

The P. & O. S. N. Co.'s s.s. Somali left Shanghai for this port on the 9th instant at 1 p.m. and is due here on the 12th instant at about 7 a.m.

The P. M. S. S. Co.'s s.s. Lake Fielding left Manila on the 8th inst. and may be expected here on or about Thursday Feb. 12.

The P. & O. S. N. Co.'s s.s. Arratoon left Singapore for this port on the 6th at a.m. and is due here on the 14th instant at about day-light.

The G.P.O. S. Co.'s R.M.S. Empress of Russia arrived at Shanghai on 9th Feb. left there 10th Feb. due at Manila on 13th Feb.

The G.P.O. S. Co.'s R.M.S. Empress of Japan arrived at Yokohama on 4th Feb. left there 5th Feb. due at Vancouver on 17th Feb.

The N.Y.K. S. S. Co.'s s.s. Kaga Maru (European Line) left London for this port via the Suez Canal on the 10th Jan. and is expected here on the 16th Feb.

The P. M. S. S. Co.'s s.s. Venezuela left Shanghai for Manila on the 10th inst. and may be expected here on or about Friday Feb. 20.

The N.Y.K. S. S. Co.'s s.s. Wakana Maru (European Line) left London for this port via the Suez Canal on the 29th Jan. and is expected here on the 11th March.

POST OFFICE.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

The insured parcel post service to the province of Szechuen is suspended until further notice.

An agreement has been entered into between the Post Office of China and Hongkong for an exchange of insured letters. The medium of insurance is the French Currency and the maximum amount for which a letter may be insured is 3000 francs.

A telegram has been received from the G.P.O. London stating that there are no restrictions on the importation of sugar by parcel post into the United Kingdom and that no parcels of sugar recently sent from Hongkong have been confiscated.

Attention is again directed to the necessity for more adequate packing of parcels addressed to United Kingdom. All parcels insured and ordinary, to and from United Kingdom are now forwarded in bags and very careful packing is necessary to ensure safe transmission.

A direct exchange of Money Orders with the Republic of China has come into operation since the 1st January 1920.

The Money Order Service with the Philippine Islands has been resumed since the 1st Jan. 1920.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammerah in the Persian Gulf may exceed eight ounces in weight.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. of the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAILS.

THURSDAY, February 12.
Manila—Per LAKE FIELDING.
Shanghai—Per SOMALI.
FRIDAY, February 13.
Shanghai—Per SHANTUNG.
SUNDAY, February 15.
Straits—Per ARRATOON APCAR.
WEDNESDAY, February 18.
Straits—Per GA MARU.
FRIDAY, February 20.
Manila and Australia—Per TANGO MARU.

OUTWARD MAILS.

THURSDAY, February 12.
Macao—Per CHUEN CHOW, 4.15 p.m.
FRIDAY, February 13.
Macao—Per SUI AN, 8.15 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, L. Marques, Egypt and EUROPE—Per KASHIM MARU, 9 a.m. Letters 10.30 p.m.
Swatow, Amoy and Foochow—Per HAI CHING, Noon.
Philippine Islands—Per YUENSANG, 5 p.m.
Macao—Per CHUEN CHOW, 4.15 p.m.
SATURDAY, February 14.
Macao—Per SUI AN, 1.15 p.m.
Macao—Per CHUEN CHOW, 4.15 p.m.
Shanghai and North China—Per CERNAN, 6 a.m.
Swatow and Bangkok—Per KAN CHOW, 6 p.m.
Chefoo and Tientsin—Per KUEICHOW, 5 p.m.
SUNDAY, February 15.
Macao—Per SUI AN, 8.15 a.m.
Swatow, Amoy and Foochow via Kueichow—Per AMAKUSA MARU, 9 a.m.
MONDAY, February 16.
Japan via Kobe, Canada, United States, Central and South America, and EUROPE via VICTORIA S.C.—Per PROTESILAUS, Registration 9.45 a.m. Letters 10.30 p.m.
TUESDAY, February 17.
Shanghai and North China—Per SHANTUNG, 11 a.m. to-day.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 11 a.m.
WEDNESDAY, February 18.
Philippine Islands, Australia, and New Zealand via THURSDAY 19.
LAND—Per AKI MARU, Registration 9.45 a.m. Letters 10.30 p.m.
THURSDAY, February 19.
Shanghai North China and Japan via Kobe—Per KAGA MARU, 10 a.m.
FRIDAY, February 20.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSILLES—Per IYO MARU, Registration 9.45 a.m. Letters 10.30 p.m.
SATURDAY, February 21.
Japan via Nagasaki—Per TANGO MARU, 10 a.m.
SUNDAY, February 22.
Philippine Islands, Shanghai, *North China, *Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA S.C.—Per KASHIM MARU, 9 a.m. Letters 10.30 p.m.
MONDAY, February 23.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA S.C.—Per KASHIM MARU, 9 a.m. Letters 10.30 p.m.

THURSDAY, February 12.
Shanghai and North China—Per SHANTUNG, 11 a.m. to-day.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 11 a.m.
WEDNESDAY, February 18.
Philippine Islands, Australia, and New Zealand via THURSDAY 19.
LAND—Per AKI MARU, Registration 9.45 a.m. Letters 10.30 p.m.

THURSDAY, February 19.
Shanghai North China and Japan via Kobe—Per KAGA MARU, 10 a.m.
FRIDAY, February 20.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSILLES—Per IYO MARU, Registration 9.45 a.m. Letters 10.30 p.m.

SATURDAY, February 21.
Japan via Nagasaki—Per TANGO MARU, 10 a.m.
SUNDAY, February 22.
Philippine Islands, Shanghai, *North China, *Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA S.C.—Per KASHIM MARU, 9 a.m. Letters 10.30 p.m.

MONDAY, February 23.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA S.C.—Per KASHIM MARU, 9 a.m. Letters 10.30 p.m.

TUESDAY, February 24.
Shanghai and North China—Per SHANTUNG, 11 a.m. to-day.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 11 a.m.

WEDNESDAY, February 18.
Philippine Islands, Australia, and New Zealand via THURSDAY 19.
LAND—Per AKI MARU, Registration 9.45 a.m. Letters 10.30 p.m.

THURSDAY, February 19.
Shanghai North China and Japan via Kobe—Per KAGA MARU, 10 a.m.
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Philippine Islands, Shanghai, *North China, *Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA S.C.—Per KASHIM MARU, 9 a.m. Letters 10.30 p.m.

MONDAY, February 23.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA S.C.—Per KASHIM MARU, 9 a.m. Letters 10.30 p.m.

TUESDAY, February 24.
Shanghai and North China—Per SHANTUNG, 11 a.m. to-day.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 11 a.m.

ENTERTAINMENTS.

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DEPARTURES.

The s.s. PEMBRONKESHIRE, (Capt. Matthews) sailed for Yokohama, via Shanghai at 7 a.m. to-day.

The s.s. SORHU MARU, (Capt. Harada), sailed for Tokyo via Swatow and Amoy at 10 a.m. to-day with 500 tons of general cargo.

The s.s. SUNNING, (Capt. Benson) sailed for Shanghai at noon to-day with 1,200 tons of general cargo.

ARRIVALS.

February 12.

The s.s. NANCY MOLLER, Brit., 686 tons, from Wuhu Capt. Wilkins, Moller & Co., C42.

The s.s. KWANGSEE, Brit., 1,225 tons, from Shanghai Capt. J. R. Sheary, E. & S. C30.

The s.s. SOMALI, Brit., 4,133 tons, from Yokohama Capt. Warner, P. & O. Buoy.

CLEARANCES.

February 12.

The s.s. KWANGLEE, (Chi.), cleared to-day and will sail for Shanghai at 8 a.m. to-morrow.

The s.s. SOMALI, (Brit.), cleared to-day and will sail for London via Colombo and Marseilles at noon to-morrow.

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